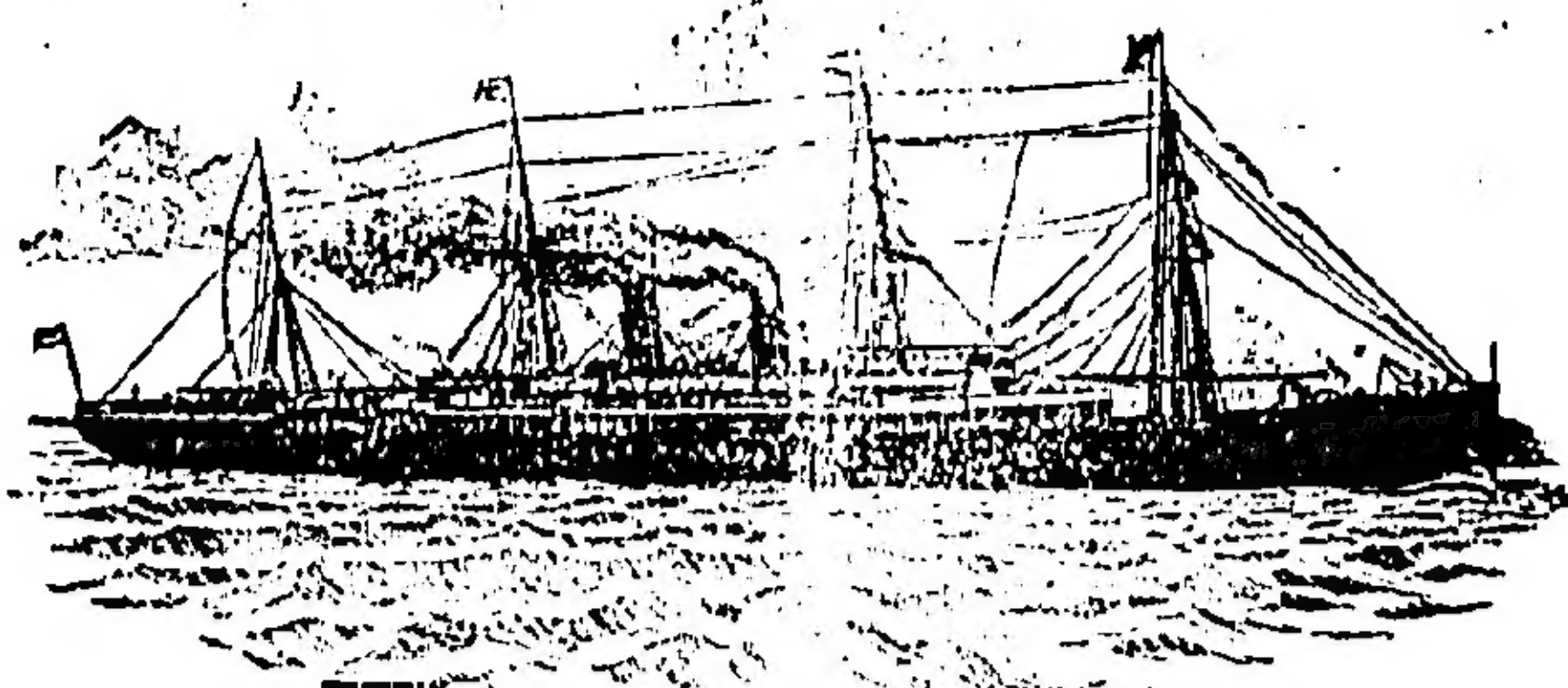






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

|                  |                   |                                 |
|------------------|-------------------|---------------------------------|
| "GAELIC" .....   | 4,205 Gross Tons. | SATURDAY, 4th June, at Noon.    |
| "MONGOLIA" ..... | .....             | THURSDAY, 16th June, at Noon.   |
| "CHINA" .....    | 5,060 "           | TUESDAY, 28th June, at Noon.    |
| "DORIC" .....    | 4,784 "           | SATURDAY, 9th July, at Noon.    |
| "SIBERIA" .....  | 11,284 "          | THURSDAY, 21st July, at Noon.   |
| "COPTIC" .....   | 4,352 "           | TUESDAY, 2nd August, at Noon.   |
| "KOREA" .....    | 11,276 "          | SATURDAY, 13th August, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska, to the United States, via the Overland Railway, to Havana, Trinidad, and other ports in the West Indies, Central and South America, by the Companies' and other lines.

## FEATURES OF THIS LINE.

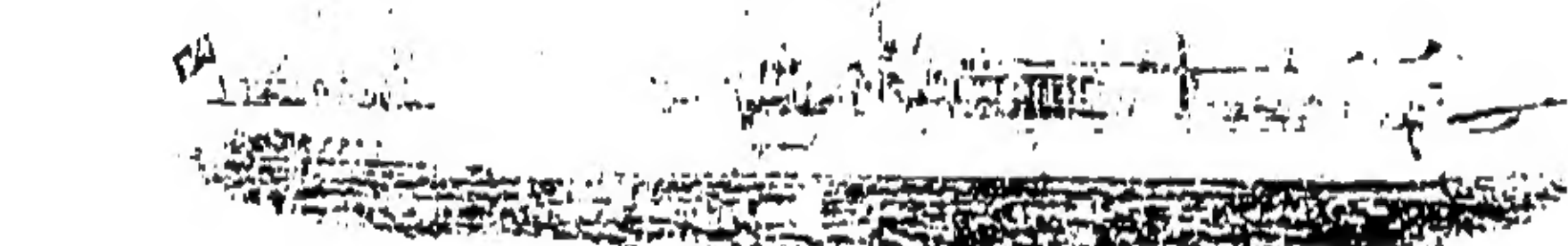
The largest and steadiest and fastest passenger ships on the Pacific Southern Route; passengers enjoy out-door bathings, deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information, apply to Passages and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 23th May, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" .....

"EMPRESS OF INDIA" .....

"EMPRESS OF JAPAN" .....

"ATHENIAN" .....

"EMPRESS OF CHINA" .....

"TARTAN" .....

Hongkong to London, 1st Class, via St. Lawrence 46s. Via New York 46s.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail 44s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 21st May, 1904.

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES.

STRASSBURG .....

SEGOWIA .....

BATAVIA .....

NURNBERG .....

C. FERD LAEISZ .....

BADENIA .....

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 19th May, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

HONGKONG-CANTON LINE.  
S.S. "HONAM" .....

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For

further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about

7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about

7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION

COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....

"NANNING" .....

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about

8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation

and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th May, 1904.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer. From Expected on or about Will leave for On or about

TJIPANAS .....

TJILATJAP .....

TJIMAH .....

The Steamers are all fitted throughout with Electric Light and have Accommodation for

a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports

on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,

Hongkong, 10th May, 1904.

## Entimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

C. W. CLARK,  
No. 4, ICE HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40 PATRONAGE RESPECTFULLY SOLICITED.

THE HONGKONG  
STUDIO,

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903.

MEE CHEUNG,  
PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS  
a speciality.

Hongkong, 15th September, 1903.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 600 pints.

Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S  
KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,  
Watson's Building.

## Entimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams: "Yokohama Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, 11th, 1903.

[595]

## Hotels.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.

OCCIDENTAL KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

## EXCELLENT CUISINE.

## MODERATE PRICES.

ELECTRIC FANS  
TO ORDER IN  
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

## Entimations.

ROYAL AERATED WATERS  
MANUFACTORY.

PRODUCE the highest Class AERATED  
WATERS in the Far East on account of  
their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

"EXPORT" AN EXPERT.

The representative of Messrs. BRATBY and

HINCHLIFF, LIMITED, AERATED WATER

Engineers and Chemists, Manchester, visited

our factory recently in the course of a tour

amongst Eastern Aerated Water Makers and

was greatly surprised at the compactness of our

factory and also the methodical way in which

everything pertaining to the making of Aerated

Waters was carried out. He also expressed him-

self strongly on the absolute cleanliness of our

whole establishment, which he assured us was

equal to any he had yet visited and superior

to a great many. He also reported that the

quality of our goods was of a first class nature,

and they showed that scrupulous care was

exercised in the course of their manufacture.

Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point, Tel. 367.

Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,

General Managers.

Hongkong, 20th May, 1904.

[645]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHARTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS,

16, DES VEAUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUHEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF



**Auctions.****PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,  
(SATURDAY), the 28th May, 1904, commencing  
at 2.30 P.M.,  
at  
No. 44, LYNHURST TERRACE,  
THE WHOLE OF THE  
VALUABLE HOUSEHOLD FURNITURE,  
(Mostly of Mariburk's Make)

Comprising:—  
SILK TAPESTRY-COVERED DRAW-  
ING ROOM SUITES, CANTON CARVED  
BLACKWOOD FURNITURE, PLUSH-  
COVERED EASY CHAIRS, VERY FINE  
ENGLISH AND FRENCH ENGRAVINGS,  
OIL PAINTINGS, WATER COLOURS,  
SILK CURTAINS, TEAKWOOD SIDE-  
BOARD with BEVELLED GLASS, DIN-  
ING WAGGONS, TEAKWOOD EXTEN-  
SION DINING TABLE, MOROCCO-  
COVERED DINING ROOM SUITE,  
GLASS CROCKERY and ELECTRO-  
PLATED WARE, HALL and STAIRCASE  
CARPETS, AMERICAN BEDSTEADS  
WITH WIRE and HAIR MATTRESSES,  
MARBLE-TOP BUREAU with BEVELLED  
GLASS, MARBLE-TOP WASHSTANDS,  
SILK-COVERED BED ROOM SUITES,  
BRONZE BUSTS, ELECTRIC CHANDE-  
LIERS and FANS, &c., &c., &c.

One COTTAGE PIANO by Collard &  
Collard, London; One COTTAGE PIANO  
by Geo. Russell, London; One COTTAGE  
PIANO by Wm. Robinson & Co.; One  
APOLLO PIANO PLAYER and One  
AMERICAN IRON SAFE.  
On View from WEDNESDAY, the 25th May.  
Catalogues will be issued.  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 27th May, 1904. [654]

**PUBLIC AUCTION.**

THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
on  
**TUESDAY,**  
the 31st May, 1904, at NOON, alongside  
Messrs. Douglas, Lapraik & Co.'s  
Wharf,

THE Screw Steamer  
"SZE WUI"  
(Lately running between Hongkong and Kowloon,  
and now lying at Yau-ma-tei).  
HULL—Teakwood. "Built by Ngai Sun &  
Co., Hongkong, in 1902. Registered Tonnage,  
Gross 97, Net 57.  
Length over all, 115 feet. Between Perpen-  
diculars, 108 feet. Extreme breadth, 18 feet.  
Depth of Hold, 7 feet.  
Draft with full dead weight cargo and full  
Bunkers—12 feet 6 inches. Two ports on either  
side for working cargo. Awning Deck fore  
and aft and Bulwarks built up to top Deck.  
A Hongkong Government Licence to carry  
175 Passengers can be obtained.

Engines—Built by Ngai Sun & Co.  
Type—Compound Surface Condensing H.P.  
Cylinder 12½", Low Pressure Cylinder 24",  
Stroke 18". Revolutions per minute 135.  
BOILER—Built by Ngai Sun & Co.  
Type—Horizontal Multitubular.  
Built in 1902 to Board of Trade Rules for a  
Working Pressure of 115 lbs. per square inch.  
Messrs. E. C. Wilks & Co., Engineers, have  
just completed a thorough overhaul and the  
Steamer is in Good Working Order.  
TERMS—As usual.  
For further Particulars, apply to—  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th May, 1904. [640]

SALE BY PUBLIC AUCTION.  
BY ORDER OF THE MORTGAGEE  
OF  
VALUABLE LEASEHOLD PROPERTY,  
situate in  
QUEEN'S ROAD WEST, VICTORIA, HONGKONG,  
ON  
**TUESDAY,** the 31st day of May, 1904, at  
3 o'clock, on the Premises,  
BY  
Mr. G. P. LAMBERT,  
Auctioneer.

THE Property is Registered in the Land  
Office as Section A of Inland Lot No. 800  
with the Messuages and Buildings thereon  
known as Nos. 186, 188 and 390, QUEEN'S  
ROAD WEST, and is held from the Crown for  
the residue of the term of 999 years granted by  
a Crown Lease of the whole of Lot No. 800  
dated the 20th April, 1863, subject to the pay-  
ment of the annual Crown Rent of \$31.  
For further Particulars, apply to—  
EWENS & HARSTON,  
Vendor's Solicitors,  
or to  
Mr. G. P. LAMBERT,  
Auctioneer.  
Hongkong, 17th May, 1904. [623]

BY ORDER OF THE MORTGAGEES.  
**PUBLIC AUCTION.**  
Messrs. HUGHES AND HOUGH  
have been instructed to sell by  
**PUBLIC AUCTION,**  
on  
**TUESDAY,**  
the 31st May, 1904, at 3 o'clock in the afternoon,  
at their Office,  
No. 8, Des Voeux Road,  
(Corner of Ice House Street),  
THE VERY VALUABLE LEASEHOLD  
PROPERTY,  
BEING SECTION A OF INLAND LOT NO. 630,  
IN ONE LOT.

This Lot comprises Nos. 70 and 72, First Street,  
and  
Nos. 69 and 71, Second Street,  
Victoria, Hongkong.

THE Property is held for the residue of a  
Term of 999 years from the 26th Decem-  
ber, 1860, at the appraised Annual Crown  
Rent of \$35.44. Area about 2,705 square feet.  
The Property is let on monthly tenancy.  
Particulars and Conditions of Sale may be  
had from the Vendor's Solicitors.  
Messrs. DEACON, LOCKER & DEACON,  
10, Queen's Road Central,  
and also of the Auctioneers.  
Hongkong, 13rd May, 1904. [650]

THE Public is hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
THE RATES (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 30th September, 1903.

**Intimations.****VICTORIA RECREATION CLUB.**

THE ANNUAL GENERAL MEETING  
OF MEMBERS will be held in ST.  
ANDREW'S HALL, CITY HALL, on MON-  
DAY, the 30th May, at 6 P.M., for the purpose  
of considering and passing the Annual Report  
and Statement of Accounts for 1903.

HAROLD C. AUSTEN,  
Acting Hon. Secretary.  
Hongkong, 25th May, 1904. [655]

**A. S. WATSON & CO., LIMITED.**

NOTICE IS HEREBY GIVEN that the  
NINETEENTH ANNUAL ORDIN-  
ARY GENERAL MEETING of the COM-  
PANY (since its registration) will be held at  
the Offices of the Company in ALEXANDRA  
BUILDINGS, on TUESDAY, the 31st May,  
1904, at a quarter to Eleven o'clock in the  
forenoon, for the purpose of receiving the  
Report of the General Managers, together with  
a Statement of Accounts to the 31st December,  
1903.

The REGISTER OF SHARES will be  
CLOSED from WEDNESDAY, the 25th  
instant, until WEDNESDAY, the 1st June,  
proximo, (both days inclusive), during which  
period no Transfer of Shares will be registered.

And notice is further given that an EXTRA-  
ORDINARY GENERAL MEETING of the Com-  
pany will be held at the same place and on  
the same day at 11 o'clock in the forenoon, or  
so soon afterwards as the Ordinary General  
Meeting shall be concluded, when the sub-  
joined RESOLUTION will be proposed. Should  
the Resolution be passed by the requisite  
majority, it will be submitted for confirmation  
as a Special Resolution to a second Extra-  
ordinary Meeting which will be subsequently  
convened.

RESOLUTION.  
"That the Capital of the Company be in-  
creased to Nine Hundred Thousand Dollars  
by the creation of Thirty Thousand New Shares  
of Ten Dollars each."

By Order, A. H. MANCELL,  
Secretary.  
Hongkong, 21st May, 1904. [649]

**THE "STAR" FERRY COMPANY, LIMITED.****NOTICE TO SHAREHOLDERS.**

THE SIXTH ORDINARY ANNUAL  
MEETING OF SHAREHOLDERS  
in the above Company will be held at the  
Company's Office, No. 3, Connaught Road, at  
NOON, on WEDNESDAY, the 1st June, for  
the purpose of receiving the Report of the  
Directors, with a Statement of Accounts to  
30th April, 1904.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 25th inst. to 1st  
June, both days inclusive.

EDWARD OSBORNE,  
Secretary.  
Hongkong, 18th May, 1904. [633]

## THE ROBINSON PIANO Co., LTD.,

## SPECIALLY FINE SAMPLES

## OF UPRIGHT PIANOS

## RACHALS, STUART, &c., &c., &c., — AND —

## BABY-GRANDS, BY WINKELMANN, (Established 1837).

They are only 5 FEET LONG, occupy-  
ing the space of a Cottage, but with  
the fine appearance and TONE OF A  
FULL GRAND.

Hongkong, 15th May, 1904. [59]

**NOTICE.**

THE Public is hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
THE RATES (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 30th September, 1903.

**THE BURNING OF THE PALACE AT SEOUL.****ENORMOUS LOSSES—THROUGH OBSERVANCE OF COURT CUSTOMS.**

The following interesting account of the  
burning of the Imperial Palace at Seoul on the  
14th ult. is from the *Korea Review*:—

"The night of April 14th witnessed one of  
the greatest conflagrations that Korea has  
suffered for many years. The new Imperial Palace  
called the Kyong-un was swept out of existence  
in a few short hours. It will be remembered  
that this was the palace built soon after the  
Emperor took refuge in the Russian Legation  
in 1896. Compared with the old time palaces  
it was small and insignificant, but even so it  
was a huge collection of buildings, huddled  
closely together, some purely native in style,  
some purely foreign, and others still a mixture  
of the East and West. It was about eleven  
o'clock that the alarm bells were rung, though  
the fire is said to have begun some thirty  
minutes sooner. The cause of this fire is not  
definitely known, but rumour states that it came  
from the overheating of some newly-made flues  
under the floor of a building lately occupied by  
the Emperor as his private apartment. In the  
palace enclosure besides the most important  
buildings there were hundreds of *han* of other  
buildings, so that when the fire once caught it  
was sure to sweep clear through.

"It was in the apartment used by his Majesty  
before the Queen Dowager died that the fire  
commenced, and carpenters, masons and paint-  
ers had been hard at work upon it. It is said  
that there were many shavings lying under the  
*maru*, and when the workmen built a  
fierce fire in the newly-made fireplace some  
of these shavings, being whirled about by the  
wind, caught fire and communicated the flames  
to the shavings under the *maru*. The newly-  
painted wood burned readily, and when the  
fire was first noticed it had already taken a  
firm hold. It is probable that instant and  
vigorous measures would have prevented a  
great conflagration, but in a Korean palace  
ordinary rules do not work. In the first place  
there must be no outcry or tumult; in the  
second place the gates must all be tightly closed  
and guarded. Then the Emperor must be  
awakened and informed of the fact that the  
palace is on fire. Then and only then can  
any attempt be made to stop it. It is quite  
irregular for any efforts to be made in this  
direction without the express order of the  
Emperor. The result is that if a fire once  
starts in a palace the whole place is practically  
doomed. History shows us that tedious at-  
tempts have often been begun by starting such  
a fire, so that the first care must be to close  
the palace gates and give access to no one.

"On this occasion matters were made worse  
by a high wind that was blowing from the  
north-east, and the building where the fire  
started was in the north-eastern part of the  
palace grounds, so that the flames were prac-  
tically sure to sweep a clean path through the  
palace enclosure diagonally to the south-west  
corner.

"Not long after the fire was perceived from  
the outside the Japanese fire-bell was rung and  
the Japanese and Chinese firemen hastened  
to the palace, but found all the gates fast  
closed. No answer was made to their shouts,  
so they were unable to render any assistance.  
No noise was heard from the palace enclosure  
except the angry roar of flames and the crash  
of falling roofs. There was something sinister  
about the stillness. Fire in the Orient is  
always associated in the mind with screaming  
crowds and frantic efforts to dam the tide of  
flames, but here all was silent. Crowds surged  
around the palace on the outside, but what of  
the thousands of people or more who were within  
they might all be burned to death.

"The British Legation guard turned out  
promptly, and armed with patent fire ex-  
tinguishers, attempted to get in at the back  
gate and on the side of the Custom House,  
but they were foiled at every point. They then  
went to Mr. Chalmers's place and secured a  
hand fire-engine and dragged it around to the  
palace in readiness to enter if an opportunity  
should be afforded.

"Meanwhile the fire was rapidly gaining a  
firmer hold upon the closely packed buildings  
in the palace. It leaped from the house in  
which it started to the adjoining buildings to  
the west, south and south-west, and it was not  
long before it threatened the apartments in  
which the Emperor was anxiously awaiting the  
issue. Within forty minutes of the time when  
the fire was discovered, his Majesty hurriedly  
moved to another building and called to him  
Prince Yung-chin and Lady Om. Of course  
the Crown Prince was with him all the time.  
This move was made so hurriedly that his  
Majesty is said to have gone out in the  
garments that he wears at night. It soon be-  
came evident that the whole palace was  
doomed and that there was no part of it  
sufficiently safe for the Emperor to risk  
remaining there. It was therefore decided  
to leave the palace and go to the Library  
building, which is just west of the American  
Legation. To do this he must go out through  
the small gate on the west side of the palace,  
but when this was reached it was found already  
open. The reason for this was as follows:  
Along the west side of the palace enclosure, in-  
side the wall, was a row of buildings used as  
barracks and a magazine. The smoke drove  
straight in that direction and a shower of burn-  
ing clinders was falling. The soldiers were  
drawn up in front of their quarters, and it was  
plain that unless something was done, and done  
very quickly, they would be burned to death.  
It was no mind to emulate the example of  
Casablanca, and so made for this west gate to  
gain egress from their critical position. It was  
closed, barred and locked, but with the flames be-  
hind them they soon had the gate unbarred and  
streamed out. A number of the American  
Legation guard were there waiting for an op-  
portunity to be of service. The Korean sol-  
diers told these men of the ammunition stored in  
the threatened buildings, and so the Americans,  
together with some of the Koreans, made a  
dash for the building and soon had the ammuni-

tion outside the palace, where it could do no  
harm. If this had not been done a very serious  
explosion might have occurred. It was about  
this time, approximately 11.30, that the Em-  
peror, the Crown Prince, Lady Om, Prince  
Yung-chin and a crowd of eunuchs, officials,  
and palace women came hurrying out of the  
gate to make their way to the Library building.

"Soon after this the British Legation guard  
entered this gate, got their hose-pipe into a  
large well at the north-west corner of the  
palace enclosure, and set to work to save the  
new palace building that is in course of con-  
struction. They kept a stream of water on the  
scaffolding, and succeeded in preventing the  
fire from spreading in that direction.

"The wind was blowing strongly from the  
north-east, and about midnight the fire reached  
the great Audience Hall called the Chung-whan  
or 'Middle Harmony Hall.' The fire went  
around three sides of this great building before  
the building caught fire. The large amount of  
ornamental work under its double roof made it  
burn with one great roaring tide of flame.  
The sight from the British Legation grounds  
was truly awespiring. In half-an-hour the  
enormous pillars which supported the double  
roof were seen to totter, and then the whole  
pile came with a deafening crash to the  
ground. Even so the debris stood sixty feet  
high or more and burned as fiercely as ever.  
This building alone represented an outlay of  
something like half a million dollars.

"Fears were felt for the safety of some of  
the foreigners' houses to the south-west of the  
palace. The constant stream of sparks and  
clinders which fell upon and around them re-  
quired careful watching, and some of the  
foreigners were busy pouring water upon the  
most exposed portions of the buildings. Some  
gentlemen mounted the roof of the Methodist  
Church, which was nearest the fire, and kept  
watch for signs of fire there.

"In the room occupied by his Majesty there  
was a heavy chest containing a large amount  
of solid gold and silverware of various kinds.  
As soon as his Majesty left the apartment,  
eight soldiers were detailed to bring out this  
chest, but their combined strength was inade-  
quate to the demands, and it had to be left.  
After the fire the debris was removed, and it  
was found, of course, that the gold and silver  
had melted and run in all directions, but the  
bullion was recovered. In an adjoining room  
was another case containing a large number of  
silver spoons and other implements which had  
been presented to his Majesty as souvenirs on  
many festive occasions. The cover of this was  
burned off and the contents partially melted,  
but many of the spoons, though blackened and  
twisted, still retained some semblance of their  
original shape.

"It would be a mistake to suppose that all  
the buildings were burned or that all the  
occupants of the palace buildings had to leave.  
There were seven or eight buildings on the  
north, north-east, and east sides of the en-  
closure that were not burned, and many of the  
palace women, clerks, and others remained in  
them until morning.

"Many valuable books and documents were  
burned in the Cabinet Council house. These  
books were histories, secret documents, cere-  
monial laws and a large number of foreign  
books. In the house occupied by his Majesty  
a large amount of Japanese paper money was  
burned. The furniture of some buildings was  
hastily carried out and piled up in the road or  
passage-way, and in some instances this was  
burned, although the building from which it  
was taken escaped. In the buildings surround-  
ing the great Audience Hall were stored the  
uniforms and instruments of the native mus-  
icians. These were all destroyed. Many jin-  
rikisha that had been prepared for use in the  
jubilee celebration, that was so many times  
postponed, were also burned. The number of  
screens, silver utensils, rolls of silk, vases, and  
other valuables is known, but the aggregate  
value must have been very great indeed.

"The morning after the fire inquiries were  
immediately set on foot to discover the parties  
responsible for the calamity. It was found that  
the cause was as we have stated already; so  
the men who had charge of the repairs, and to  
whose carelessness the fire was due, were im-  
mediately arrested and lodged in jail at the  
Law Department. It is said that these men  
will be banished nominally for a term of years,  
but that they will be soon reprieved. The  
matter of the place of the Emperor's residence  
was taken up immediately. The various func-  
tions of the Household were temporarily lodged  
in buildings owned by the Government in the  
vicinity of the palace, but this could not con-  
tinue long. Rumours were abroad that his Ma-  
jesty would go to the Changdok Palace, called  
"The Old Palace" by foreigners. Others said  
he would leave the Russian Legation, while  
others still believed that he would stay in the  
Library building until sufficient repairs could  
be effected on the site of the burned palace  
to make it habitable. Of these three the last  
was by far the most congenial to his Majesty,  
and inquiries were set on foot to find out  
what such repairs could be effected for. An  
estimate was made that it would require  
¥500,000 to put the whole palace in the con-  
dition it was before the fire. This being nearly  
equivalent to a year's revenue for the whole  
country, was of course out of the question; but  
¥500,000 dollars were appropriated for temporary  
repairs, and carpenters and other workmen  
were ordered to be in readiness to begin the  
work. Most of the leading officials and the  
Japanese Minister advised that the Court be  
moved to the "Old Palace," but this was very  
disagreeable to his Majesty, so the matter was  
not pressed. But as the day passed it became  
more and more evident that this would be the  
outcome of the matter, for the Government  
Treasury can ill-afford the tremendous strain,  
and, in addition to this, the "Old Palace" has  
lately been renovated and put in order, so that  
a very slight expenditure will make it habitable.

Strong pressure was again brought to bear  
upon the Court, and at the present writing,  
April 19th, it had been practically decided that  
the Court will remove to that palace. It is by  
all odds the best situation in the city and  
much more commensurate with the dignity of  
an Imperial Court than the cramped quarters  
in Chung-dong, which are elbowed on every  
side by foreign Legations and other foreign  
properties. Of course it will mean that we shall  
be able to have more of those delightful picnics  
in the "Old Palace" grounds, where one can  
imagine himself for a time transported far away  
from the sights and sounds of the city."

**Intimations.****GOVERNMENT NOTIFICATION.**

INFORMATION has been received from  
the Military Authorities that GUN  
PRACTICE will be carried out from Lyemun,  
on the night of the 31st May, 1904, in the  
direction of the entrance to Junk Bay at ranges  
from 600 to 2,000 yards.

If the Weather is unfavourable, Practice will  
not take place.  
Practice will commence at 7.15 P.M., and  
finish about 9.30 P.M., if the Range is clear.

L. BARNES-LAWRENCE,  
Harbour Master.

Harbour Master's Office,  
Hongkong, 19th May, 1904. [657]

**NOTICE TO SHIPPERS.**

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
TO SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S. S. CO., BOSTON  
STEAMSHIP AND TOWBOAT CO., OCEAN  
S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road,  
A. S. M'HARA,  
Manager.

Hongkong, 20th May, 1904. [643]

**THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.****NOTICE.**

ON and after Monday next, the HEAD  
OFFICES of the above Company will  
be at KOWLOON (behind the Godowns).  
LETTERS will be received at ICE HOUSE  
STREET FERRY WHARF between 7 A.M. and  
5 P.M. and forwarded to KOWLOON.

EDWARD OSBORNE,  
Secretary.  
Hongkong, 21st May, 1904. [646]

**THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.****NOTICE.**

OWNERS of GOODS which were BURNED  
in the above Company's Godown No. 9  
on the 29th April last are hereby notified that  
all such GOODS, or the DEBRIS thereof, not  
claimed by the 1st June, will be forthwith dis-  
posed of at their risk and expense.

EDWARD OSBORNE,  
Secretary.  
Hongkong, 25th May, 1904. [657]

**A. CHAZALON & CO.,****IMPORT-EXPORT.**

PARIS, 14, Rue des Messageries.  
SHANGHAI-HONGKONG.  
TIENTSIN.  
PORT ARTHUR.  
CHEFOO.

WE beg to inform the Hongkong Public  
that we have taken over the Business of  
MESSRS. GIRAULT & Co., at No. 6, QUEEN'S  
ROAD, CENTRAL, and trust that the numerous  
patrons of our predecessors will continue to  
favour us with their orders. The goods sup-  
plied by us are of the first quality, and in recog-  
nition of our reliability we have been appointed  
contractors for the supplies necessary to the  
French warships calling at this port. Being  
in touch with the leading growers in France,  
and being ourselves owners of Vineyards, we  
are able to supply our clients with Wines  
of the best *Cru* at the lowest prices. We  
have always in stock the best brands of  
WHISKIES, PORTS, LIQUEURS and  
MINERAL WATERS, and have been appointed  
Sole Agents for "*L'Equilibré de l'Hermi-  
tage*," a certain and efficacious remedy for  
Cholera and Plague, the undoubted merits of  
which have been recognised by the leading  
doctors of Lyons.

We recommend to amateurs the *Liqueur  
de l'Hermilage*, which is destined to replace  
the *Grand Chartreuse*, the monks who distilled  
this last having been expelled from French  
territory.

*Bi-Phosphate of Lime*—We are also agents  
for this powerful remedy for debility, the  
curse of the Tropics. The brand which we  
supply is the result of long studies made by  
the priests of the order of *Les Petits Freres  
de Marie*, and is used by them in their missions  
all over China.

Hongkong, 26th May, 1904. [659]

**ESPECIAL OLD TOM GIN.**

Marshall and  
Elvy's

Hongkong, 11th May, 1904. [608]

**A DELICIOUS BEVERAGE FOR SUMMER MONTHS.****JUST ARRIVED.****ROSES LIME JUICE CORDIAL and MONTERRAT LIME FRUIT JUICE**

prepared from West India Limes.

**ENTIRELY FREE OF ALCOHOL, AND ALSO**

Various kinds of SYRUPS: LEMON, RASPBERRY,  
ROSE, PINEAPPLE, &c., &c., &c.

H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
or  
35 to 38, Elgin Road, Kowloon.  
Hongkong, 21st May, 1904. [78]

**DOUBLY DISTILLED AND OF MATURED AGE.****TO BE OBTAINED FROM—****THE MUTUAL STORES,**

Des Voeux Road.  
Hongkong, 11th May, 1904. [608]

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35 to 38, Elgin Road, Kowloon.  
Hongkong, 21st May, 1904. [78]

THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,  
(SATURDAY), the 28th May, 1904, commencing  
at 2.30 P.M.,  
at  
No. 44, LYNHURST TERRACE,  
THE WHOLE OF THE  
VALUABLE HOUSEHOLD FURNITURE,  
(Mostly of Mariburk's Make)

Comprising:—  
SILK TAPESTRY-COVERED DRAW-  
ING ROOM SUITES, CANTON CARVED  
BLACKWOOD FURNITURE, PLUSH-  
COVERED EASY CHAIRS, VERY FINE  
ENGLISH AND FRENCH ENGRAVINGS,  
OIL PAINTINGS, WATER COLOURS,  
SILK CURTAINS, TEAKWOOD SIDE-  
BOARD with BEVELLED GLASS, DIN-  
ING WAGGONS, TEAKWOOD EXTEN-  
SION DINING TABLE



## Intimations.

**A. S. WATSON & Co.,**  
LIMITED.

## NOTICE OF REMOVAL.

THE BUSINESS of the HONGKONG DISPENSARY will be CARRIED ON in ALEXANDRA BUILDINGS, DES VŒUX ROAD, on and after MONDAY, 30th MAY, 1904.

To facilitate moving operations, our premises at 36, Queen's Road, will be CLOSED on SATURDAY next, 28th MAY, at 2 P.M. and will remain CLOSED on SUNDAY, the 29th MAY. Medicines will be dispensed at all times as usual.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises will be as follows:-

WEEK DAYS... 8.30 A.M. to 6 P.M.

SATURDAYS... 8.30 A.M. to 2 P.M.

SUNDAYS... 10 A.M. to 1 P.M.

An assistant will be on duty at all times to dispense prescriptions.

**A. S. WATSON & CO.,**  
LIMITED.

Hongkong, 27th May, 1904

TELEPHONE NO. 755.  
CABLE ADDRESS: "ACHEE" HONGKONG  
A. B. C. CODE, 4th EDITION

ESTABLISHED 1859

**A CHEE & CO.,**  
祥利廣  
17, QUEEN'S ROAD.  
FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th January, 1904.

**E. C. WILKS & Co.,**  
MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.

**COLLISIONS and Damages Surveyed.**  
Salvage Work undertaken.  
Ship Designs and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.  
Contract for New Tonnage on reasonable terms  
with First-Class Builders.  
A large stock of Canadian Asbestos and  
Asbestos goods kept.  
Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.  
Telegram Address: Telephone—No. 358.  
MARINEWORK.

## NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 27, 1904.

## LOCAL AND GENERAL.

THE Derby will be run at Epsom on Wednesday next.

THE epidemic of small-pox at Nagasaki has steadily decreased of late.

FROM Hankow it is learned that the market is active and the Russians are very keen buyers.

THE installation of Lord Curzon as Warden of the Cinque Ports is fixed to take place in July.

THE steamer *Hogonoura Maru* was sunk by the Russian Vladivostok squadron on the 25th of April.

THE hearing of the action, brought at Kobe, by H. E. Reynell, No. 14 Naniwa-machi, Kobe, against Robert Young, editor and publisher of the *Kobe Chronicle*, in which damages are claimed of ¥5,000, has been commenced.

THE Occidental and Oriental Steamship Company's liner *Gaelic*, Captain Finch, which arrived this afternoon, brought 3,800 tons of cargo to the Far East, with many passengers. All but 200 tons of this freight was for Japan and most of it for government use.

By kind permission of Major Radcliff and officers the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

**PROGRAMME.**  
March "Marching Tunes" Goddard  
Overture "Ruy Blas" Mendelssohn  
Selections "Arabia" Leslie Stuart  
"Lullaby" Lullaby  
Intermezzo "Reminiscences of all Nations" Godfrey  
Savory  
Savory  
Two Steps "Maudslayi" Goddard  
God save the King.

THE Bishop of Victoria, who has already been adrift in a flooded paddy field, has some interesting experiences in the course of his trips through the Diocese. The other day he went on a Confirmation tour to Kongmoon and Yokshian. During the trip he walked 15 or 16 miles through pouring rain, and had to ford two rivers which had become suddenly swollen, to say nothing of spending a night on the deck of a small launch, with a waterproof wrapped around him.

THE Russian Government has inquired from certain Powers what steps, if any, should be taken to prevent the further importation of arms and ammunition into China. There is apparently a growing feeling in St. Petersburg that the increased manufacture of arms and ammunition at Foochow and elsewhere, and the extent to which material is being imported, may affect Russian interests in the near future. The Russian standpoint in this respect is of special interest, as, in order to please China, Russia was the last of the Powers engaged in the relief of Peking in 1900 to consent to the prohibition of the import of arms and ammunition into China.

ONE hundred and forty saloon passengers were booked for passage on the new and gigantic liner *Manchuria*, scheduled to sail from San Francisco on May 7th, under the flag of the Pacific Mail Company. Hundreds of Asiatics have also been booked in the steerage. The exceptionally fine quarters existing on the *Manchuria* appeal to the Chinese and Japanese who travel in the steerage, and there is no doubt that the *Manchuria* will be a great favourite among them. They will have in the steerage, in fact, what no other liner provides, and what even the saloon passengers cannot enjoy—fresh running water in their quarters. The *Manchuria*, on 26th ult., was being put in readiness to receive her cargo of 15,000 tons of freight for the Orient.

A LONDON correspondent has been shown a letter written by the late Admiral Makaroff on the eve of his departure from St. Petersburg for the seat of war to a friend; and it constitutes a rather sad but interesting commentary upon the disaster at Port Arthur. "I should be the very last to deny to our enemy all possible credit, for his dash and bravery," wrote the late Admiral, "and we shall have to be as dashing and as brave as he. My opinion is that we ought to go in for surprise tactics, but the ships we have at our command are not the best for such purposes. However, I intend to do my best to meet the Japanese in the open sea as soon as I get to Port Arthur, for it really is no more dangerous than lying in the harbour to assist the coast defences." And from the many telegrams which have come to hand of late it is evident that the Admiral acted fully up to the spirit of his letter until the last.

THE plague return for the past twenty-four hours records one case.

THE German mail of the 27th April was delivered in London on the 25th inst.

THE battleship *Kentucky*, flagship of Rear-Admiral Robley Evans, on which he has just gone home from Oriental waters, has broken the world's record on her voyage from Hongkong to New York.

BLUNSDON ABBEY, a palatial mansion, near Swindon, has been destroyed by fire. The abbey was built by Capt. de Windt, whose son is the noted explorer, and whose daughter married Sir Charles Brooke, Rajah of Sarawak.

MESSRS. Koning and Greener, of Chefoo, had an exciting experience while yachting in the harbour; their boat shipped a lot of water, and in endeavouring to rectify matters the navigators caused the boat to turn turtle. They escaped with a drenching.

WHILE it is difficult to ascertain the exact state of the health of Mr. Kruger, former President of the Transvaal, it is stated on good authority that symptoms of a cerebral affection are apparent, and that a consultation of physicians has been held. Mr. Kruger is extremely weak.

HIS Majesty's first-class twenty-knot cruiser *Endymion* was commissioned at Chatham Dockyard by Captain H. G. King Hall, D.S.O. for service in the Channel Fleet. The *Endymion*, which was last employed in the Far East, has had recently a thorough overhaul and repair.

THE British Consul at Chefoo has sent the following telegram, dated 25th inst., to Commander Dicker, Master of ship *Fawan* reports that on the 24th May at 4.30 p.m., in Lat. 38.35 N. Lon. 121.16 E., he passed a large painted buoy with a broad white band and a red flag. What appeared to be a mine was attached, floating near it.

THE *Journal* states that, on surprise being expressed that no news had been heard of Japanese prisoners on the Korean frontier, General Mishchenko, commanding the Cossacks, replied as follows:—"We have arms and not ropes." From these terrible words it may be gathered how mercilessly this war will be waged.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 22nd May, 1904:—

|             | Library | Museum |
|-------------|---------|--------|
| Non-Chinese | 235     | 114    |
| Chinese     | 78      | 1,689  |
| Total       | 313     | 1,803  |

THE Newport correspondent of the *New York Herald* says that the chief machinist of the submarine torpedo-boat *Porpoise*, has volunteered to allow himself to be fired out of the torpedo tube of a submerged boat in order to demonstrate the mode of escape from a disabled submarine. Experiments have been made successfully with dogs, and it is believed the plan is feasible. It is expected a test will be made.

THE search for the treasure supposed to be lost in the ships sunk in Vigo Bay at the beginning of the Spanish War of Succession has been rewarded by the finding of a galleon, practically intact, lying at the bottom of the bay. She was first found by the divers from an Italian steamer. The treasure seekers are in great hopes that their efforts will be bountifully rewarded. The contents of the galleon, however, have not yet been examined.

THE *Asahi* says that the number of Russian prisoners now exceeds 700, including wounded men. About 300 have reached Sasebo, including 25 officers. These are all wounded and are now under treatment at Matsima Hospital. It is probable that the Japanese will adopt the plan of releasing all prisoners and sending them home on parole. Even if some break their parole, that would be a lesser evil than the trouble and cost of having to support them.

DR Paul Riga von Witteking M.R.C.V.S., late consulting officer on East Indian dairy farms and abattoirs, and at present practising in Hongkong, intends paying a visit to Manila shortly, says the *Cablenews*, with the idea of looking over the field here to see what opportunities there are for the starting of a large dairy, or a hog or poultry farms. While there he intends studying the methods used by the government to fight surra, rinderpest and kindred diseases.

IN various directions there are signs of a stupendous effort to develop the resources and further the prosperity of our West Indian possessions. An enterprising shipping company, desirous of offering inducements to people in search of sunshine and warmth in the winter season to visit Jamaica and the neighbouring colonies, is arranging to send out next autumn a complete theatrical company, providing them with a free first-class passage both ways, including all meals on the voyage.

IT was announced some time ago that ex-Marshall Su had been condemned to deportation and hard labour on the roads of Chinese Turkistan. We learn to-day from the most reliable source, that this news was incorrect. Owing to strong and repeated representations made by the French Legation at Peking to the Wai-wu-pu, the ex-Marshall has been released from prison, and he is now free again after some months of detention. It will be remembered that it is greatly due to the energy of Marshall Su and to his loyal cooperation with the French authorities on the frontier of Tonkin, that piracy was checked, and that order had been maintained for a good many years, and especially during the trouble in the North in 1900—in the Western part of Kwangsi, joining French Indo-China.

THE Franco-Chinese Commercial treaty has got on so well that the German treaty will shortly be taken in hand.

IT is unofficially reported that the Russians on the Kinchou Peninsula are gathering at the narrowest point of the isthmus.

A STEAMER is to bring a lot of American excursionists to places "near the war," Chefoo for one, says the local *Daily News*.

THERE has been a second bombardment of Vladivostok, but the censor does not allow the date to be mentioned.

THERE is a great deal of dissatisfaction in Japan with the terms of the recent foreign loan which are regarded as unnecessarily onerous.

THREE godowns and other properties, valued altogether at about Taels 30,000, were destroyed by fire in the native city of Chefoo on the 6th.

THE number of fresh reports of bubonic plague in Formosa in the first six days of this month was 345, making a total of 2,600 from the first outbreak of the disease in the island in January last.

THE harbour improvement scheme of Nagasaki, which was taken in hand in October, 1897, is expected to be completed by the end of September next. The estimate for the undertaking was originally Yen 3,100,000, but, owing to a remarkable rise in the prices of all materials, the amount was subsequently increased to Yen 4,918,231.

FROM January to April last, Japanese ship-owners, bought 22 steamers of 59,959 tons gross from foreign shipowners, and paid Yen 4,040,847 for the same. Of these, 4 vessels of 16,469 tons were transferred to the Nippon Yusen Kaisha, 2 of 6,838 tons to Mr. Hiromi of Osaka, 2 of 5,027 tons to Mr. Okazaki of Kobe, 14 other steamers having 31,405 tons to 14 other shipowners of Tokyo, Hakodate, Osaka, Kobe and Moji.

AN American paper has the following telegram dated from Mukden, the 23rd April:—"The British authorities at Hongkong and Singapore are stopping the circulation of the *Echo de Chine* newspaper because it is too Russophile. The Singapore *Straits Times* has, by order of the authorities, refused to publish Russian official dispatches." Another injustice to our French contemporary, and evidence of British small-mindedness. It is really wonderful how they find these things out at Mukden, remarked the *N. C. D. News*.

ACCORDING to advice which has reached London from Japan, it is highly probable that by the end of the current year the Japanese Government will be able to meet all its own requirements, not only in arms and ammunition, but in locomotives, rolling-stock, and rails. "The preparations for the war and its earlier stages," it is stated, "have naturally taxed the industrial resources of the country to the utmost, and it is computed that not less than 150,000,000 yen (roughly, £15,000,000) have been expended with foreign firms by the Government alone during the past fifteen months. But the various Anglo-Japanese and other industrial companies at Yokohama, Nagasaki, and other places have recently laid down, or are now laying down, such extensive modern plant and machinery, that, together with the State arsenals, they will shortly be able to cope with all the army's and navy's needs." In the letter which is quoted, it is also mentioned incidentally that the assessed and taxable value of British capital invested in iron, steel, and kindred enterprises in Japan is estimated at three-and-a-half millions sterling.

THE "servant difficulty" in Burma has reached the acute stage, says the *Rangoon Times*. In addition to the ordinary native methods of making trouble, the servants have borrowed from European civilisation the gentle art of boycotting. European employers, too, have lent themselves, in very many instances, to aggravate the situation by luring away servants from their neighbours without taking the trouble to ascertain whether they, the servants, had already obtained their discharge from their last employers or not, or if they had given their last employers a notice to quit. A servant whose identity is unknown, seeking employment, brings a number of certificates to show what a treasure he has been to a number of former employers. One or two of the signatures on these documents are perhaps recognised by the would-be employer; and on the strength of these recommendations the man is engaged. The employer, omitting to keep the chits, soon finds, to his cost that the man disappears a few days after with the bazaar money, also a few spoons or knives, and that the whereabouts of the servant is a mystery and unknown to any one.

## A LIST OF OFFICERS' RELATIVES.

THE Admiralty have decided to keep in future a register of the names and addresses of the nearest relatives of all naval officers, who will be required to notify the Whitehall authorities of changes in order that the list may be reliable and up-to-date. The idea is a good one, for in the past there has always been a great difficulty in finding an officer's next-of-kin when the necessity arose, the keeping of addresses having never previously been taken into account. In the Army, and with the Marines, the system is much better, the addresses of officers and their nearest relatives being kept in a proper register. The Admiralty should adopt the same system, and then in the event of an officer's death, his relatives would be notified at once.

## OBSTRUCTION OF PATHWAYS.

## CONVICTIONS.

MR. F. B. L. Bowley, Crown Solicitor, appeared before Mr. Gompertz, this afternoon, to prosecute four Chinamen for obstructing the pathways on Praya East by carrying bamboo poles and baskets. He contended that it was clear the defendants were amenable under the law, and urged for a conviction with the result that his Worship fined the second and third defendants \$2 each, dealing thus leniently with them on account of their having been obliged to appear several times on remand. As regards the other defendants he postponed his decision, *sine die*, not being quite satisfied that their action came within the meaning of the Ordinance.

## "MONGOLIA" SLIGHTLY DAMAGED.

The Pacific Mail Company's big liner *Manchuria*, made her way from the vicinity of Pernambuco to San Francisco with a blade of one of her propellers twisted nearly two feet out of its true position. This much was revealed when the vessel was placed on dry-dock. Every blade of both propellers was more or less bent and all six blades were taken off and replaced by six spare ones provided by the builders.

The scratched and dented plates and the gnarled ends of the propeller blades told with mute eloquence of the narrow escape. That she was not tipped overboard from stem to stern was due to the fact that she was lightly loaded, her supply of coal, large as it was, being little more than ballast for her. One dent in a forward bottom plate on the port side of the keel showed that the coral reef which the steamer struck off the Brazilian coast while steaming from Norfolk V.A. to Frisco had some sharp points that with more pressure would have cut the steel like a cold-chisel.

## THE SUPAO SEDITION TRIAL.

## TWO PRISONERS SENTENCED.

In the Mixed Court at Shanghai last Saturday, the last stage was reached in this famous, but now half-forgotten, trial. Of the six men arrested at the beginning of last July, four were released on the conclusion of the trial in December. Two men, Tsou Yung and Chang Pin-ling, were sentenced by the Chihshien without consultation with the Assessor (Mr. Giles), to imprisonment for life, a sentence which was at once repudiated. The matter was referred to Peking and it is understood that six weeks ago the whole diplomatic body came to an agreement that sentence must be pronounced, but that it must be one to which the Assessor who heard the case would agree. What that sentence was was communicated to the Chinese authorities, together with an intimation that if it were not accepted and the prisoners sentenced within one month from that date, the men would be released from custody. On the day that this notification would have taken effect the Chinese authorities asked for and obtained a further extension of ten days, and the period of grace expired on Saturday.

On Friday the counsel in the case were notified that sentence would be delivered next morning. Mr. A. S. P. White-Cooper (for the Chinese Government) and Messrs. F. Ellis and L. E. P. Jones (for the defendants) were accordingly present at the Mixed Court at the usual hour for commencing business. It then transpired that the police had not been instructed that the prisoners were to be brought up, and a tedious wait of over an hour occurred while the men were brought from the new Municipal Gaol at Wayside. Another case was proceeded with in the meantime. About eleven o'clock the City Chihshien arrived, and the case then proceeded was immediately adjourned. The prisoners were also brought in, looking little the worse for their confinement. Chang Pin-ling was lightly clad in a loose grey dressing-gown, the other prisoner had a less distinctive costume.

On the arrival of the Chihshien, the Mixed Court Magistrate (Mr. Huang Hsien) and the British Assessor (Mr. Twyman), neither of whom were concerned in the original hearing, left the Court together. The magistrate soon returned, but Mr. Twyman was absent for nearly half an hour, during which it was supposed he was getting further instructions. The Chihshien remained sitting quietly on the Bench, seemingly quite pleased with the course events were taking. The prisoners began to nourish hopes that there had been a hitch and were evidently under the impression that this meant their immediate release.

At length the Assessor returned, the prisoners were brought forward, and the Chihshien addressed them in Chinese. He not only gave the sentence, but to Chang Pin-ling especially delivered a long address, accompanied by many smiles.

When he had finished, the Assessor stated briefly in English:—"The sentence on these men is as follows: Tsou Yung is to be imprisoned for two years from the date of his arrest with hard labour. Chang Pin-ling is to be imprisoned for three years from the date of his arrest with hard labour. At the expiration of their terms of imprisonment both are to be banished from the foreign settlements in China."

The last clause was added after a pause, and as a sort of afterthought. It is surmised that this was the result of the final delay.

Chang Pin-ling made as though he would address the Court, but the prisoners were hurried away by the police and taken back to the Municipal Gaol, where it is understood they will be kept for the present.

## TELEGRAM.

## "HONGKONG TELEGRAPH" SERVICE.

## THE TROUBLE AT MACAO.

## EXTRADITION CASE PROCEEDING.

(From Our Own Correspondent.)

Macao, 27th May.

The hearing of the evidence for the prosecution in the extradition case against the ex-Nam Hoi magistrate is expected to commence shortly, when some thirteen witnesses will be called.

The case is being conducted in camera, so that the utmost difficulty is experienced in obtaining particulars relating to the affair.

The Chinese gunboats are still at their moorings in the harbour, but there is evidence that the alarm of the Portuguese Government has partially subsided.

## ARABLE LAND IN CHINA PROPER.

With reference to the recent recommendations of Sir Robert Hart to the Throne regarding taxable cultivated land in the eighteen provinces of China Proper, Sir Robert estimated that there were something like 8,000 million mow of such land which could easily be taxed at the rate of 200 copper cash per mow per annum. The Board of Revenue records give only about, or rather not quite, one-tenth of the Inspector-General of Customs computation. Of course, the Provincial Treasurers of the various provinces whose principal income is drawn from manipulating the land taxes in certain ways handed down from one generation to another for hundreds of years, dislike Sir Robert Hart's recommendations and may well be trusted to oppose them tooth and nail. We (*N. C. D. News*) translate below the Board of Revenue lists of taxable land throughout China Proper, as recorded in the archives of that Department of State. It will be noted that the superficial area of land is given as so many "ching," that is to say, one "ching" is equal to one hundred mow, hence Sir Robert's estimate of 8,000 million mow is put down by Chinese officials as 80 million "ching" of land, which term will be used by us in the translation which now follows, beginning with the province of Chihli.

This province "officially" contains 688,410 ching and 64 mow of land. Out of this, 38,755 ching plus 478 ching, 45 mow, newly opened land, are crown grants to Manchus for military services which do not pay taxes, and also 1,331 ching and 5 mow of so-called "black" land which do not produce grain and are therefore also exempt of taxes; Shantung has 987,728 ching, 46 mow of "various kinds" of land, Shansi, 532,854 ching, 1 mow; Honan, 718,208 ching, 60 mow; Kiangsu, Upper, or Kiangning circuit, 408,032 ching, 26 mow; Lower, or Soochow circuit, 245,515 ching, 1 mow; Anhui, 340,786 ching, 33 mow; Kiangsi, 462,187 ching 27 mow; plus, 4 ching 21 mow of newly opened land; plus 9 ching 51 mow of "Shengko" land; Fukien, 128,482 ching, 85 mow; Chekiang, 463,881 ching, 26 mow; Hupei, 590,439 ching, 44 mow; Hunan, 313,402 ching 73 mow; Shensi, 258,402 ching, 12 mow; Kansu, 235,366 ching, 21 mow; Szechuan, 463,819 ching, 39 mow; Kwangtung, 343,903 ching, 9 mow; Kueichow, 26,854 ching; Kwangsi, 89,601 ching, 79 mow; and Yunnan, 93,197 ching 9 mow; plus, crown lands, 822 ching, 20 old mow. Taking the aggregate area of the above mentioned land contained in the eighteen provinces of China Proper, the whole amounts to 7,427,453 ching and 10 mow of land, or not quite one-tenth of Sir Robert Hart's estimate.

It is reported that the Mitsu Bishi Dockyard and Engine Works at Nagasaki has now signed a contract to construct a shallow draught passenger steamer of 1,600 tons for the Yangtsiang service of the Osaka Shosen Kaisha. She will have a length of 230 feet, a breadth of 40, a depth of 10, and a maximum draught of 5 feet 6 inches, and is expected to be ready for sea in January next.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Gregory Ahear*) 30th inst.  
German (*Oldenburg*) 3rd prox.  
American (*Mongolia*) 4th prox.  
Australian (*Changsha*) 4th prox.  
Indian (*Lalsing*) 6th prox.  
Australian (*Australian*) 6th prox.  
Australian (*Chingtu*) 11th prox.  
Canadian (*Empress of India*) 15th prox.

The C. N. Co.'s s.s. *Changsha*, leaves Kobe on 29th inst., and is expected to arrive here on 4th prox.

The C. N. Co.'s s.s. *Chihli*, from Tientsin, left Chefoo on 25th inst., and is expected here on 30th inst.

The C. P. R. Co.'s s.s. *Empress of India*, left Vancouver P.M. on 24th inst., for Hongkong via the usual Ports of Call.

The Imperial German Mail s.s. *Oldenburg*, left Kobe, via Nagasaki and Shanghai on 25th inst., and may be expected here on 3rd prox.

The Glen Line s.s. *Australian*, sailed from Port Darwin for this port, 27th inst., and is expected here on 3rd prox.



## TELEGRAMS.

(Reuters.)

## The War.

LONDON, 25th May.

Russia has notified the Antwerp and Rotterdam shipbrokers that she wants thirty more large steamers deliverable at Libau by the end of June, to accompany the Baltic fleet.

Russia has ordered one hundred Whitehead torpedoes of the latest model, which have hitherto only been in the possession of the Japanese. France, Italy and Austria have also given orders for the same.

LATER.

Reuter's correspondent at the Headquarters at Moukden, wires that the Japanese have resumed their advance, and several columns are moving Northwards, although the bulk of their forces remains near Feng-whang-cheng. Small bodies of Japanese have been seen North East of Moukden, but no important body has been located.

## THE THIBET MISSION.

NEARLY BESIEGED.

Camp Gyan-tse (Thibet), 9th May.

The account of the fight in the Karo Pass was written before the pursuit was over. It now appears that there were three thousand men behind the wall. They fled in three great masses, and the Mounted Infantry pursued them for twelve miles, riding on their flanks and shooting from the saddle. The total Thibetan casualties are hardly less than three or four hundred killed, possibly more. It ought to be understood that at one period of the action the situation was somewhat critical. Our advance on both flanks had been checked, and Captain Bethune and his immediate followers, who had gallantly rushed up to the main wall, had been killed, and the maxims and small mountain guns could do nothing to subdue the fire either from the main wall or from the sangars on the flanks. The tension was at last relieved by Major Row and his Gurkhas, who climbed up the face of an almost absolute precipice, and were thus able to command the left sangar, which contained about forty riflemen. These were so busy firing on the troops below that they did not notice the Gurkhas above them till six or seven had been killed. The remainder then bolted. They looked like veritable giants crossing the slope, and afforded an easy target. Their flight was checked by a precipice, and some threw themselves over and were dashed to bits. Rows of Gurkhas advanced to the edge of the precipice, whence they commanded the position as regards the main wall and also the Thibetan camp and the plain below. Meanwhile the right sangar had been taken by the Sikhs, who climbed to the edge of the glacier to command the position, when the sangars were evacuated, and the main Thibetan army, who were holding the wall, fled.

Colonel Blander with the force which had turned the Thibetan army from its position in the Karo Pass returned to Gyan-tse to-day. The Mission, which was already in a strongly fortified village, is now perfectly and adequately protected, and not the least apprehension need be felt regarding its safety. The Shigatse army, which attacked the Mission, has taken possession of a ruined fort on a rock which we had abandoned after blowing up the gates. The Thibetans are rebuilding a portion of the fort, and they can be easily seen with the naked eye as busy as bees. The fort is about thirteen hundred yards from the camp. The enemy apparently have a big jingal, which carries a good distance. They fired about sixty shots with it and killed one follower. This evening we turned a maxim on all who exposed themselves, thus seriously interfering with their building operations. Meanwhile our rear remains perfectly open, and the post comes up daily. The attack on the Mission on the 5th was not wholly unexpected, as information was given by the sick attending the dispensary. Major Murray, commanding, sent a patrol up the Shigatse road and found nothing. The sentries, however, kept on the alert, and at dawn gave the alarm. Nine hundred Thibetans tried to ambush the post: some reached the loopholes, but our men rushed to their posts and in two hours entirely beat off the attack. A sortie was then made, and it was found that another 800 Thibetans had occupied the fort. We buried 140 bodies after the fight, and hundreds must have gone away wounded. Our casualties at Gyan-tse since the 5th are only five, including two killed. To-morrow we shall thoroughly reconnoitre the Thibetan position. It is now known that the Thibetans who attacked the Mission marched 12 miles during the night, led by a Lhasa Lama.

Gyangtse, 10th May.

Yesterday at sundown the Thibetans in the Fort opened a persistent fire on the Mission Camp with a gun carrying a one pound solid ball, and to-day they have six or seven such guns in position. They have got the range and have been steadily firing on us for several hours. A reconnoitring column went out four miles to-day to the monastery on the hills on the right, whence the exact location of the approaches to the fort could be plainly seen. Another large gathering of Thibetans is reported in the Rong Valley. It is hardly correct to say that the Mission is besieged, for our communications in the rear still remains open.—*Rangoon Times.*

It is reported from Peking that the banquet "and accessories" to the ladies of the foreign legations given by the Empress Dowager on the 10th inst., at the Park Palace cost £13,000, and that this sum does not include the value of the gold, pearl and precious stones, given to the guests as presents.

## THE WAR.

## WAR FUND.

(1) Providing additional comforts in Hospital treating all sick and wounded from the War.  
(2) In aid of the families of Japanese killed in the War.

Mr. J. R. M. Smith, the Hon. Treasurer, begs to acknowledge with thanks the following subscriptions for either (or both) of the above objects, as indicated on the subscription lists. Already acknowledged ... £26,404.25

|                        |     |
|------------------------|-----|
| Benjamin Kelly & Potts | 150 |
| E. Pabney              | 500 |
| A. M. Essabhey         | 500 |
| Tata & Co.             | 300 |
| Abdoolly Ebrahim & Co. | 200 |
| H. M. J. Nemaze        | 200 |
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| S. Arjun               | 150 |
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| Dhunjibhoy D. Nowrojee | 51  |
| Aratoon V. Apar & Co.  | 50  |
| Ginseng Guild          | 62  |
| Lo Tse Hing            | 20  |

\$29,587.25

## THE CASUALTIES AT CHULIEN-CHENG.

General Kuraki has now reported to Imperial Headquarters the list of casualties in connection with the various engagements at Chulien-cheng. The Japanese had 5 officers and 218 rank-and-file killed, and 33 officers and 783 men wounded, making the total casualties 1,039.

The Japanese buried 1,363 Russian killed, while 18 officers and 595 men were taken prisoners.

In addition, the Japanese captured twenty-one 3-inch quick-firing field guns; nineteen ammunition waggons; and 1,417 shells. Eight other machine guns and eight ammunition waggons for the same; and 37,300 shells. One hundred and twenty-one rifles and fifty ammunition waggons; 353,005 bullets. Sixty-three horses; ten Commissariat waggons and 53 harnessing appliances; 694 cloth overcoats; 550 fur overcoats; 541 tents; 80 sundries.

The spoils as the result of the Fuhanchen engagement comprises 357 shells for 634 metre mountain guns; 188,000 rifle bullets; 150 harness appliances; 1,720 overcoats; 40,708 loaves of black bread; 1,736 koku of Indian corn; 5,000 Manchurian bean cakes; carpenter's tools, telegraphic apparatus and sundry other articles.

## AN ENGINE OF DESTRUCTION FOR RUSSIA.

It is said that a British subject has gone to St. Petersburg to offer to the Russian Government a very destructive device of which, though not the inventor himself, he is the commercial exploiter. The invention has already been well boomed in the Press by various methods, though it has not yet been adopted by our Admiralty. A writer asks if this is a legitimate thing to do at the present juncture from the point of view of international law and of our neutral duties to both belligerents, one of whom happens to be our Treaty ally? Here is an Englishman who is practically offering to assist with a scientific invention the enemies of our friends. Students of history will remember that Bismarck, during the latter stage of the Franco-German War, made quite a diplomatic incident out of the sale of arms and munitions to the French by private British traders; and the charge, whether well or ill founded, had the effect of embittering the Germans against us; as, indeed, it was quoted by the Anglophobe Press at Berlin during the Boer War, in part explanation of the anti-British feeling, which we ourselves were at a loss to understand.

According to a telegram, dated Chefoo, May 21st, which is printed in the *Cablenews*, the Japanese are making great preparations for the assault on Port Arthur. Heavy artillery is beginning to appear on many of the small eminences which mark the approach on the landward side. The indications are that there will be little delay in the work of reducing the outer fortifications and clearing the way for a general storming of the citadel. The troops have been provided with instruments to facilitate the cutting of the barbed wire defenses erected by the Russians. It is estimated that the Japanese have now fully 30,000 men investing the city. The latest reports place the Port Arthur garrison at 15,000 men. The garrison is still working night and day to strengthen the fortifications. Later reports confirm the news of the blowing up of several vessels by the Russians. Their guns have been mounted on the land fortifications.

## COMMUNICATIONS WITH PORT ARTHUR.

Chefoo, 21st May.  
Since the Japanese destroyed the Chinese Eastern Railway and cut the telegraph line, communication with Port Arthur has practically ceased, but the Russians are now employing Chinese junkies by paying large sums for voyages to and from Port Arthur. The more important despatches are sent through Chinese mounted couriers across the portion of the country where the railway is cut from which they go to the nearest railway station where the messages are sent on by train. There is only one division of Russian troops in Port Arthur and they have provisions enough to sustain them for a year. But as the warm weather is coming on the meat is rapidly deteriorating.—*Sin Wan-pao.*

## THE DEFENCES OF VLADIVOSTOCK.

A COWERING FLEET.

Kinchow, 21st May.  
Three Chinese who came from Vladivostock report that there are over 4,000 Russian troops in the garrison at Fosslet Bay, including one Cossack regiment, and eight guns. At Vladivostock there are very few men left in the garrison and except 400 or 500 men in the forts there are only 164 artillerymen with 4 guns and the three war vessels do not dare to go out of the port.—*Sin Wan-pao.*

## THREATENING KINCHOW.

Tokio, 21st May.

The railway between Wafentien and Kinchow is now destroyed for a distance of three miles; the rails and railway bridge have also been destroyed by the Japanese. There are now only a small number of the Russians in Kinchow.—*Sin Wan-pao.*

## ALLEGED FORGERY

## OF OPIUM FARMER'S "CHOPS."

The case against the six Chinamen, who were arrested on a charge of forging the Opium Farmer's "chop," and with being in possession of a wooden stamp for printing the same, together with a quantity of the forgeries ready for placing on the pockets of opium, was called on to-day before Mr. Gompertz. Evidence was given by the Excise officer, who, on account of certain information received, visited the defendants' house and, in the course of his search for illicit opium, found a large quantity of that drug, which he was removing when his attention was attracted by the unusual appearance of the "chops" on the packages seized, a closer inspection of which showed them to be forgeries. This led the officer to make a more minute search of the premises when he discovered the forgeries above mentioned. A comparison of one of the forged "chops" with a genuine one, showed the former to be of coarser design, the printing poor, the paper of a very cheap quality, and the ink much darker than that on the latter. A large quantity of different coloured wrapping paper was also found. When arrested, defendants denied all knowledge of the things, saying they had either "been put or left there" by some other man whom they did not know.

The case was again remanded for one week, for the purpose of bringing in other defendants, similarly concerned. Bail was allowed as before, in the sum of \$2,500 each for the five male defendants, that in the case of the female defendant, Ng Mah, being reduced to \$1,000. The charges of illegal possession of opium by these defendants will be heard at the same time.

## HONGKONG RESIDENT.

## SHUT OUT OF MANILA.

A man, described by some as a mestizo, by others as a Spaniard, said to have once been an insurgent general, arrived at Manila on 24th inst. from Hongkong on the *Zafra*. According to the *Cablenews*, he was held up and prohibited landing, as he declined to swear allegiance to the American government, although according to some who were present when he declined, he swore copiously about the American government when he refused to swear allegiance to it. This man is said to be ex-General Martinez and he comes back from Hongkong, where he has made his asylum, not as a reconstructed insurgent or even to make his home here, but to set up a boiler and some machinery in Iloilo, he being the agent of the manufacturers. He is said to speak English very well, and during the voyage over got acquainted with a number of the American passengers, who took him for a Spaniard. Those who were seen talking to him had cause to regret it later, for when the customs secret service men boarded the ship those who had allowed the ex-insurgent to cultivate them at all were searched and their effects gone through to see if they were carrying any inflammatory literature ashore. Some of these were American civil government employees; one was a wealthy planter from Albay province who had gone to Hongkong only a few weeks ago to get his son who had just finished school there. There was also a Japanese, said to be a count, who is touring the world in the interests of the Japanese government, making scientific researches of some sort. Besides these was a number of Filipinos of no particular note.

One of the Americans could not understand why his baggage and person were being searched, when a secret service man informed him that ex-General Martinez was a passenger aboard. While the detectives were searching one of the Americans, another detective who knew him, came in and said: "What are you searching that man for? He's all right." Thereupon the secret service men desisted and are said to have asked that nothing be said about the matter as they wanted it hushed up.

It was decided that Martinez must take the oath or that he could not land. He was therefore detained aboard.

## THE SEA SERPENT AGAIN

## PLUNGING NEAR HAIPHONG.

A hideous monster of the sea, "shaped like a flat-bodied serpent of about a hundred feet in length" is reported to be on the usual periodical visit to southern Chinese waters. It is said to have been observed by the officers and crew of the French gunboat *Decide*, when cruising in the Bay of Along, near Haiphong. "I was standing on the bridge," says the commander in his report to the admiral, "when my attention was directed to a round, dark mass in the water, about three hundred yards from port. I took it to be a rock, but on seeing it move, presumed it was an enormous turtle, four or five yards in diameter. Soon afterwards it rose out of the water, and by the undulatory movement that followed I saw that I was in the presence of an enormous sea monster shaped like a flat-bodied serpent of about a hundred feet in length. It appeared to have a soft, black skin covered with marble spots, and the head, which rose about sixteen feet out of the water, closely resembled that of an enormous turtle with huge scales. It blew up two jets of water to a height of about fifty feet. It moved slowly through the water at a speed of about eight knots, and when about 150 yards from the gunboat plunged beneath it like a submarine, reappearing on the surface about four hundred yards away. A number of the officers and crew also watched the monster, which gradually disappeared from view."

## A SNIPE-SHOOT NEAR HONGKONG.

Snipe are to be found in the rice-fields close round Hongkong itself; but the keen sportsmen in Hongkong who can only find time once in a way to go further afield congregate here in large numbers, and the individual bags are in consequence never very heavy. H. S. and self therefore, having heard that snipe were plentiful around the Portuguese Settlement of Macao, some forty miles to the West of Hongkong, decided to try our luck in that direction. A steamer runs daily between Hongkong and Macao—starting from the former place at 2 p.m.—and this we made it our business to catch. Punctually to the minute we left the wharf and steamed slowly out through the shipping lying in the harbour. Our passage lay through the many islands to the South of the Estuary of the Chukiang or "Pearl River," and the panorama which presented itself to our view was well described in a remark made by S.: "The most picturesque bit of scenery I have ever come across," he said; and we both heartily agreed with him. On a bright, sunny afternoon tempered by a cool breeze, the steamer trip in itself was worth "the doing," even had there been no other object, such as snipe-shooting, in view.

Shortly after 5 o'clock we drew up alongside the wharf at Macao, and proceeded by rickshaw to the Macao Hotel, a substantial looking building on the sea front. We had already warned the proprietor of our arrival, by letter, and had asked him to make all necessary arrangements for Chinese boats to convey us to the snipe-ground. This, he informed us, he had done; and we further learnt that the best shooting was to be obtained some fifteen miles away up a backwater, a journey which would probably take us about five hours to accomplish. The tide, he said, would flood at 9 p.m. which would be the best time to make a start—so we requested him to instruct the boatmen accordingly, and to have dinner ready in the Hotel for us at seven o'clock. The intervening time we whiled away in a short stroll round the sea front. We have since visited Macao for the purpose of seeing it's sights alone—but as the purport of this article is snipe-shooting, suffice it to say that the sportsman with a day to spare could do no better than devote it to seeing the sights and scenery around this quaint and interesting old Portuguese Settlement. After a comfortable dinner at the Hotel we repaired to the water-side, where we found two so-called Chinese house-boats in readiness, one for ourselves and the other for our servants. They were light draught boats of some 24 ft. in length with a 7 ft. beam. In the centre was a space 8 ft. long (boarded up to the level of the gunwales) reserved for passengers, over which was erected a curved awning of matting some 4 ft. above the level of the boarding. The crew consisted of four men and an old woman to do the cooking.

As soon as all were safely on board we pushed out through the throng of Chinese craft lying in the back-water, and proceeded slowly up the backwater on the flooding tide. The scenery, witnessed under the rays of a full moon, was strikingly impressive—but our thoughts were soon turned to more worldly matter in the shape of mosquitoes, which seemed to show a peculiar liking for European blood after a long course of Chinese diet. However, mosquitoes, or no mosquitoes, bed-time was at hand, so we laid out our bedding side by side across the centre of the boat and resigned ourselves—or I should say endeavoured to resign ourselves—to the land of dreams. What with the heat and the mosquitoes, prospects of a sound sleep in preparation for the following day's shoot, were not over-bright; and truth to tell we were all wide awake at 2-30 A.M. when we turned out of the backwater into a small creek, and moored alongside that bank at our destination.

Half-past-six saw us dressed and ready to start on the day's campaign. On surveying the surrounding country as it lay before us we appeared to be in the centre of a basin bounded by a circle of low-lying hills. Extending on either side to the foot of the hills was a flat expanse of rice-fields—the total area of the basin being, as far as we could judge, from 13 to 16 square miles. At the base of the hills towards the North might be seen the small and picturesque Town of Lai-Tum-chao, around which, so Hing-kee had informed us, the best snipe-shooting was to be obtained.

The appearance of the country gave every prospect of good sport. The rice-crop was in some places nearly full grown, but in others the shoots were still young; the whole being covered with water varying in depth from 2 or 3 inches on the higher levels to a foot and more as the fields gradually descended towards the Southern limits of the Basin.

Having decided to strike out in a Northerly direction towards Lai-Tum-chao, we commandeered a couple of coolies from the boat to carry the breakfast and proceeded for the first mile and a half along a substantial bund of some 6 ft. in breadth. Then we turned off to the West across the fields, and it was not long before H. on the right drew first blood with a snipe that rose to his left and went back. Shortly after this old birds began to rise all along the line, and we realised with the satisfaction of explorers on new ground that our quest had not been in vain.

By 9 o'clock, the sun being well up and the walking through the rice crops very heavy, we elected to sit down under the welcome shade of a few trees and sample the contents of the breakfast basket. Our bag as laid out before us amounted to 18 couple, which on closer inspection proved to be all fan-tailed or common snipe, and all in excellent condition.

Having satisfied the wants of the inner man, we again set to work, this time in a different direction, and with the exception of a short interval for tiffin (and many shorter intervals for liquid refreshment) walked steadily through the fields until dusk.

Our expectations of a heavy bag were doomed to disappointment. It was evident that the best ground lay behind us, and had we continued in the same direction as that in which we had been proceeding before breakfast, our snipesticks would no doubt have returned with more birds in them than they eventually did.

The heat during the middle of the day was intense—far let it be stated that the month was September, at which period of the year the climate of Southern China is not unlike that of the plains of Bengal.

We arrived back at the boats about seven o'clock, and on totalling up the day's bag found that it amounted to 39 couple. It might have been worse, but on the other hand, had we been acquainted with the ground, it might, and no doubt would, have been better. However, we had had better sport—and let those who visit Hong-Kong note this—than it would have been possible to obtain (as far as our information went) on any other ground in the vicinity of Hong-Kong; and for mercies vouchsafed to us in this respect we were duly thankful. Another night of heat and mosquitoes, followed by the ever-pleasant trip across the intervening stretch of ocean, saw us safely back in Hongkong. Shortly afterwards we were unexpectedly ordered up to North China, and were thus unable to carry out a second expedition to Lai-Tum-chao for the purpose of "beating" our previous record.—*The Asiat.*

## COMMERCIAL.

Quotations for the week close as follows:—

|                         |                   |
|-------------------------|-------------------|
| Hongkong Banks          | ... \$607½ s. 66; |
| Nationals               | ... 35 b.         |
| Union Insurance         | ... 550 s.        |
| China Traders           | ... 60 b.         |
| Cantons                 | ... 220 s.        |
| Hongkong Fires          | ... 310 b.        |
| China Fires             | ... 85 b.         |
| H.K. & Macao Steamboats | 31 s.             |
| Indo-Chinas             | ... 119 b.        |
| China and Manilla       | ... 21½ b.        |
| Douglases               | ... 35 s. and b.  |
| Star Ferries            | ... 33 b.         |
| Do. (new)               | ... 22 b.         |
| China Sugars            | ... 147 b.        |
| Raubs                   | ... 7 b.          |
| H.K. & Whampoa Docks    | 215 b.            |
| Wharves                 | ... 112 s.        |
| Farnhams                | ... Tls. 150 sa.  |
| Hongkong Lands          | ... 159 sa.       |
| West Points             | ... 57 b.         |
| Hongkong Hotels         | ... 137 s.        |
| Humphreys Estates       | ... 124 b.        |
| Green Island Cements    | 27½ b.            |
| A. S. Watsons           | ... 144 s.        |
| Electrics               | ... 131 b.        |
| Wm. Howells             | ... 103 s.        |

## TO-DAY'S EXCHANGE.

|   |              |
|---|--------------|
| Selling.                                |              |
| London—Bank T.T.                        | ... 19½      |
| Do. demand                              | ... 19 11/16 |
| Do. 4 months' sight                     | ... 19½      |
| France—Bank T.T.                        | ... 226      |
| America—Bank T.T.                       | ... 43½      |
| Germany—Bank T.T.                       | ... 1.83½    |
| India T.T.                              | ... 134½     |
| Do. demand                              | ... 134½     |
| Shanghai—Bank T.T.                      | ... 72       |
| Japan—Bank T.T.                         | ... 88½      |
| Singapore—Bank T.T.                     | ... Nominal  |
| Java—Bank T.T.                          | ... 108½     |
| Buying.                                 |              |
| 4 months' sight L/C.                    | ... 1/10     |
| 6 months' sight L/C.                    | ... 1/10½    |
| 30 days' sight San Francisco & New York | 44½          |
| 4 months' sight do.                     | 45½          |
| 30 days' sight Sydney and Melbourne     | 1/10½        |
| 4 months' sight France                  | 2.30         |
| 6 months' sight do.                     | 2.31½        |
| 4 months' sight Germany                 | 1.88         |
| Bar Silver                              | ... 25½      |
| Bank of England rate                    | ... 3%       |

## OPIUM QUOTATIONS.

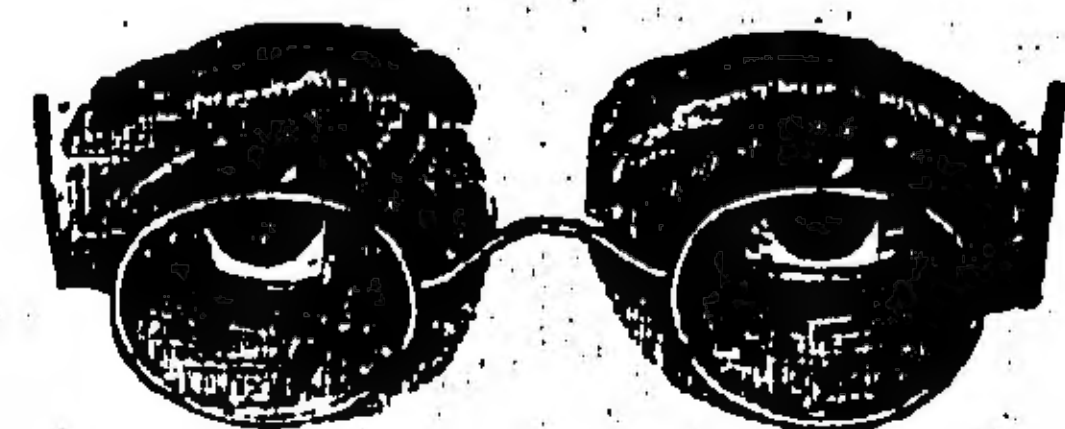
|   |                   |
|---|-------------------|
| Yesterday's quotations are as follows:— |                   |
| Per chest                               |                   |
| Malwa New                               | ... @ 950/980     |
| " Old                                   | ... @ 1,050/1,100 |
| " Older                                 | ... @ 1,140/1,200 |
| " Oldest                                | ... @ 1,240/1,280 |
| Patna New                               | ... @ 1,270       |
| " Old                                   | ... @ 1,270       |
| Benares New                             | ... @ 1,240       |
| " Old                                   | ... @ 1,240       |
| Persian (Paper)                         | ... @ 900/940     |

## To-day's Advertisement.

ZETLAND LODGE,  
No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 1st June, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 27th May, 1904. [664]

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## To-day's Advertisements.

## HONGKONG HOTEL.

DINNER.  
TO-MORROW (SATURDAY), 28th May.

## MENU.

HORS D'OEUVRES.

Anchovy Canapes.

## SOUP.

Consomme Royal.

## FISH.

Boiled Salmon a la Parisienne.

## ENTREES.

Timbale of Pigeon.

Calf's Head a la Toulouse.

Onion Farcie.

## CURRY.

Okra Curry.

## JOINTS.

Roast Ribs of Beef.

Roast Capon and Celery Sauce.

Boiled York Ham and Sauce Kraut.

## COLD.

Cold Roast Shoulder of Lamb and Mint Sauce.

Plain Salad.

## VEGETABLES.

Potatoes.

Indian Corn.

Baked Onions.

Egg Plants.

## SWEETS.

Baked Chestnut Custard Pudding.

Glace a la Nessel rode and Pound Cake.

Apricot Tart. Topsy Cake.

## DESSERT.

Fruit. Coffee. [663]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 31st instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.  
Hongkong, 27th May, 1904. [1]

## Intimations.



## THE POPULAR SCOTCH IS "BLACK &amp; WHITE"



JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central. [F]



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

| FROM                  | STEAMERS  | DATE          |
|-----------------------|-----------|---------------|
| GLASGOW and LIVERPOOL | "YANGTSE" | On 28th May.  |
| GLASGOW and LIVERPOOL | "DIOMED"  | On 3rd June.  |
| GLASGOW and LIVERPOOL | "NESTOR"  | On 11th June. |
| GLASGOW and LIVERPOOL | "STENTOR" | On 13th June. |
| GLASGOW and LIVERPOOL | "KINTUCK" | On 17th June. |
| GLASGOW and LIVERPOOL | "KEEMUN"  | On 25th June. |

## HOMEWARDS.

| FOR                        | STEAMERS    | TO SAIL       |
|----------------------------|-------------|---------------|
| LONDON & ANTWERP           | "DEUCALION" | On 7th June.  |
| GENOA, MARSEILLES & L'POOL | "TEENKAI"   | On 20th June. |
| LONDON & ANTWERP           | "AGAMEMNON" | On 21st June. |
| LONDON & ANTWERP           | "YANGTSE"   | On 5th July.  |
| LONDON & ANTWERP           | "KINTUCK"   | On 19th July. |
| GENOA, MARSEILLES & L'POOL | "KEEMUN"    | On 25th July. |

## TRANS-PACIFIC SERVICE.

| FOR  | STEAMERS  | TO SAIL       |
|--|-----------|---------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ and YOKOHAMA. | "STENTOR" | On 15th June. |

S.S. "NINGCHOW" left Victoria, B.C., for Japan and Hongkong on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th May, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

|   |            |           |
|---|------------|-----------|
| MANILA  | "TAMING"   | 1st June. |
| CEBU and ILOILO   | "KAIFONG"  | 1st "     |
| SHANGHAI  | "FOOCHOW"  | 2nd "     |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHANGSHA" | 4th "     |
| SWATOW, CHEFOO and TIENTSIN   | "CHILILI"  | 4th "     |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th May, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For             | Sailing Dates.                 |
|------------|-------|--------------|-----------------|--------------------------------|
| RUBI       | 2540  | R. W. Almond | MANILA (DIRECT) | SATURDAY, 28th May, at 10 A.M. |
| ZAFIRO     | 2540  | R. Rodger    | "               | SATURDAY, 4th June, at 10 A.M. |
| PERLA      | 1980  | A. H. Notley | "               | "                              |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 21st May, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons  | Captain | To Sail on        |
|-------------|-------|---------|-------------------|
| "ARAGONIA"  | 5,198 | Schmidt | June 14th, 1904.  |
| "NUMANTIA"  | 4,370 | "       | July 14th, "      |
| "NICOMEDIA" | 4,370 | Wagner  | August 14th, "    |
| "ARABIA"    | 4,483 | Bahle   | September 14th, " |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao, Week Days at about 2 P.M. and Sundays at 7.30 P.M.  
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF:—At the Western end of Wing Lok Street.  
The Steamer runs on Excursion Trip EVERY SUNDAY. It takes only 3 1/2 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 24th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50 " " "  
Meals .....1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.  
WENDT & CO.,  
Canton Agents.  
Hongkong, 16th April, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

## BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Franguel, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European .....\$8.00  
Second Class European .....3.00  
First Class Chinese .....1.50  
Second Class Chinese .....80  
Deck .....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,  
THE PHARMACY, Queen's Road Central.  
Hongkong, 23rd March, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey .....\$4  
Meals .....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Butler, will be despatched as above on TUESDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 25th May, 1904.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"RAS. ISSA"

will be despatched for the above Port, on or about TUESDAY, the 31st May.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 19th May, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA".....3rd June.

"RICHMOND CASTLE".....15th "

"ST. FILLANS".....30th "

"LOWTHER CASTLE".....31st July.

For Freight and further Information, apply to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 13th May, 1904.

## "SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"MONMOUTHSHIRE,"

Captain H. N. Vyvyan, will be despatched for the above Ports on or about WEDNESDAY, the 8th June.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 11th May, 1904.

## Shipping—Steamer.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on MONDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 26th May, 1904.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

|                 |         |
|-----------------|---------|
| One week.....   | \$ 2.85 |
| One month.....  | 7.20    |
| Two months..... | 13.00   |
| Three ".....    | 20.00   |
| Six ".....      | 37.50   |
| Twelve ".....   | 73.00   |

No charge less than one dollar.

Discount allowed on—

|                         |             |
|-------------------------|-------------|
| 3 Months Contracts..... | 5 per cent. |
| 6 ".....                | 10 "        |
| 12 ".....               | 25 "        |

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBBIING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.  
General Managers.

## HONGKONG AVERAGE MARKET

## PRICES.

Corrected 14th May, 100 cts. per 5 Mx.

## BUTCHER MEAT.

Beef—sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu " 18

" Breast—Ngau Lam 14

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" " Serjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chaung 16

Bullock's Brains— " Know..... per set 8

" Tongue fresh—Ngau Li..... each 45

" " Corned—Ham Ngau Li..... 55

" Head—Ngau Tau 55

" Heart—Ngau Sum 9

" Hump, Salt—Ngau Kin..... 14

" Feet—Ngau Kerk..... each 8

" Kidneys—Ngau Yiu..... 8

" Tail—Ngau Mei 16

" Liver—Ngau Con 9

" Tripe (undressed)—Ngau To..... 5

Calves' Head and Feet—Ngau-chai-tau-keok..... 75

Mutton Chop—Yeung Pui Kw..... 25

" " Yeung Pei 24

" Shoulder—Yeung Shau 22

Pigs' Chitlings—Chi cheong 7

" Brains—Chi Know..... per set 2

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 13

" Heart—Chi Sum..... each 9

" Kidneys—Chi Yiu..... pair 18

" Liver—Chi Kon 20

Pork, Chop—Chi Pui Kwat 18

" Corned—Ham Cha Yuk 18

" Leg—Chu Pei 22

" Fat or Lard—Chu Yau 18

Sheep's Head and Feet—Yeung Tau-keok..... 50

" Heart—Yeung Sum..... each 6

" Kidneys—Yeung Yiu..... 9

" Liver—Yeung Con 20

Sucking Pigs, To Order—Chu Chai 16

Suet, Beef—Sung Ngau Yau 17

" Mutton—Sung Yeung Yau 20

Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

## POULTRY.

Chicken—Kai Chai 30

Capons, Large, Small—Sin Kai 31

Ducks—Ap 22

Doves—Pan Kau 22

Eggs, Hen—Kai Tan..... per doz 22

Fowls, Canton—Kai 34

" Hainan—Hoi Nam Kai 29

Geese—Ngai 20</



## Shipping.

**Arrivals.**  
Indramayo, Br. s.s., 3,370, W. H. Price, 26th May.—New York via Ports 20th May, Gen.—J. M. & Co.  
Vienna, Br. s.s., 3,653, L. White, 26th May.—Kuraio (Japan) 21st May, Coals.—Order.  
Macquarie, Br. s.s., 2,703, St. John George, 26th May.—Saigon 23rd May, Gen.—G. L. & Co.  
Unison, Nor. s.s., 761, P. Peterson, 26th May.—Penarth 2nd April, Coals.—Order.  
Yuensang, Br. s.s., 1,128, P. H. Rolfe, 27th May.—Manila 24th May, Gen.—J. M. & Co.  
Tungshing, Br. s.s., 1,172, T. W. Selby, 27th May.—Canton 26th May, Gen.—J. M. & Co.  
Kwangtsh, Ch. s.s., 1,536, W. H. Lunt, 27th May.—Canton 26th May, Gen.—C. M. S. & Co.  
Taming, Br. s.s., 1,360, St. 1, 27th May.—Canton 26th May, Gen.—R. & S.  
Fochow, Br. s.s., 1,128, H. Smale, 27th May.—Shanghai 24th May, Gen.—B. & S.  
Zingara, Br. s.s., 2,211, J. Webber, 27th May.—Barry 18th Mar., Coals.—B. & Co.  
Gaelic, Br. s.s., 2,691, W. Finch, R.N.R., 27th May.—San Francisco 26th April, Honolulu 3rd May, Yokohama 17th, Kobe 21st, Nagasaki 22nd, and Shanghai 25th, Ma's and Gen.—O. S. S. Co.  
**Clearances at the Harbour Office.**  
Tungshing, for Canton.  
Tak Hing, for West River.  
Wingchik, for Macao.  
Yingking, for Canton.  
Vienna, for Karatu.  
Kongmoon, for West River.  
May 27.  
Taitan, for Swatow.  
Rajaburi, for Bangkok.  
Sumien, for Bangkok.  
Whitgift, for Shanghai.  
Aitburn, for Shanghai.  
Heimdal, for Shanghai.  
Orange, for Bangkok.  
Meefo, for Canton.  
Pentakot, for Rangoon.  
Onseng, for Singapore.  
Chyung, for Shanghai.

**Per Yuenang, from Manila.—Mr. and Mrs. A. M. Sanborn, Mr. and Mrs. Herman Lewinsohn, 5 children and 2 servants, Messrs. Enrique Lapina, Daniel M. Scarey, W. F. Wenzel, P. Adams, Samuel Greenfield, S. Gibson, Howard J. Moore, 4 Filipinos, and 16 Chinese.**  
**Per Gaelic, from San Francisco, &c.—Father Agreda, Mr. and Mrs. R. N. Nason, Mr. and Mrs. F. E. Welch, Mr. and Mrs. F. Kennedy, Messrs. J. L. Davis, L. M. Harrington, H. Lapp, W. H. Wickham, Mrs. M. A. Wilke, Miss Anna Dunlop, Mrs. L. Clarke and amah, Mrs. H. Gray, Miss Johnstone, Messrs. Tung Shao Chang and servant, W. W. Wilson, and Capt. J. T. Johnson, R.N.M.C.**

**Shipping Report.**  
Str. Vienna from Kuraio.—Fine weather throughout.  
Str. Mequarie from Saigon.—Fine clear weather, light S.E. winds, smooth sea.  
Str. Indramayo from New York.—After leaving the experienced heavy N.W. gales for the first week, then strong winds and heavy N.W. swell to Gibraltar, thence to Port Said moderate winds, fine weather, continuing the same to Singapore, thence to Manila light variable winds and fine weather, and same on to this port.

**Ships Expected.**

**Ships Passed the Canal.**  
Outward.—26th April—Borde Knight.  
27th April—Fintshire, 29th April—Candia, Java, Armand Behle, 3rd May—Preston, Maria, Ambria, St. Kilda, Tauris, 6th May—Helen Rickmers, Glenjarg, Tuckwa, 10th May—Bentley, Louthier Castle, Aleia, 14th May—Nator, Sientor, Sardinia, Anamb, 17th May—Castus, Maxagon, Denbighshire, Kennebec, Ventmoor, Main, 20th May—Print Heimrich, Gilda, 25th May—Yarra, Glenloch, Abessima, Bucantaur, C. Ferd. Lastus.  
Homeward.—9th April—Roan, 13th April—Socotra, 3rd May—Albenga, Pak Ling, 6th May—Diomed, 14th May—Malacca, Salas, 15th May—Idomeneus.  
Arrivals at Home.—9th April—Palermo, 13th April—K'emun, 16th April—Radnorshire, 20th April—Dania, Moyuna, 23rd April—Gilda, Sydney, 26th April—Maduff, 29th April—Sagami, Glacius, 3rd May—Palas, Roanoke, Glendon, Ajax, Armand Behle, Sthoma, 4th May—Borno, 6th May—Preston, 10th May—Kontsberg, 14th May—Bamberg, Rhipeus, 20th May—Hamburg, 25th May—Sambila, Silelia, (Aus).

## Vessels in Port.

**Arrivals.**  
Devawongse, Ger. s.s., 1,057, P. Kumpel, 24th May.—Bangkok and Swatow 17th May, Rice and Timber.—B. & S.  
Edendale, Br. s.s., 717, J. Moss, 19th May.—Sourabaya 8th May, Sugar.—Master.  
Elisabeth Rickmers, Ger. s.s., 997, Goetche, 23rd May.—Bangkok and Koh-si-chang 17th May, Rice and Teakwood.—A. K. & Co.  
Empress of China, Br. s.s., 3,046, E. Deetham, R.N.R., 24th May.—Vancouver, N.C., 2nd May, and Shanghai 21st, Mails and Gen.—C. P. R. Co.  
Hanoi, Fr. s.s., 739, P. Merlees, 25th May.—Haiphong 21st May, and Hoihow 24th, Gen.—A. R. M.  
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 25th May.—Haiphong 21st May, and Hoihow 24th, Gen.—J. & Co.  
Kumsang, Br. s.s., 2,077, E. J. Buller, 23rd May.—Singapore 18th May, Gen.—J. M. & Co.  
Marie Jebben, Ger. s.s., 1,771, H. Bendixen, 21st May.—Java Ports 11th May, Sugar.—J. & Co.  
Mausang, Br. s.s., 1,644, S. J. Payne, 13th May.—Sandakan (Borneo) 8th May, Timber and Gen.—J. M. & Co.  
M. Struve, Ger. s.s., 966, P. Brandt, 26th May.—Tamsui 22nd May, Amoy 24th, and Swatow 25th, Gen.—O. S. K.  
Nanshan, Br. s.s., 1,299, E. F. Stovell, 26th May.—Kohsi-chang 19th May, Rice and Meal.—B. & Co.  
Plitvice, Aust. s.s., 2,742, J. Bleich, 25th May.—Moji 18th May, Coals.—Order.  
Rubi, Br. s.s., 1,611, R. W. Almond, 23rd May.—Manila 21st May, Gen.—S. T. & Co.  
Shawmut, Am. s.s., 9,605, W. M. Smith, 22nd May.—Moji 19th May, Ballast.—D. & Co., Ltd.  
Simongan, Dut. s.s., 1,202, F. Versteegh, 23rd May.—Samarang 13th May, Sugar and Molasses.—Yuen Fat Hong.  
Sishan, Br. s.s., 845, A. Jones, 24th May.—Saigon 20th May, Rice.—B. & Co.  
Themis, Nor. s.s., 1,209, T. Thassens, 24th May.—Kobe and Moji 18th May, Gen.—Chinese.

## SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May.—New York 10th Dec., 1903, Case Oil.—S. O. Co.  
Maria Lee, Ital. bq., 1,118, D. Urso, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.  
**Hongkong & Whampoa Dock Returns.**  
H.M.S. Hart ..... at Kowloon Dock.  
Yat Shing ..... " " " " " "  
U.S.S. Wisconsin ..... " " " " " "  
Empress of China ..... " " " " " "  
Kaplan ..... " " " " " "  
Hongkong ..... " " " " " "  
Teian ..... " " " " " " Cosmopolitan.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.  
May 26th, 1904, a.m.  
Bar. Th. Hu. Wind W.

| Vessels       | From       | Agents       | Dur     |
|---------------|------------|--------------|---------|
| Gregory Apar  | Singapore  | D. S. & Co.  | May 30  |
| Candia        | Singapore  | P. & O. Co.  | May 30  |
| Chihli        | Chefoo     | B. & S.      | May 30  |
| Border Knight | Singapore  | S. Y. & Co.  | May 31  |
| Flintshire    | Singapore  | N. T. & Co.  | June 1  |
| Chingwo       | Japan      | C. C. & Co.  | June 1  |
| Oldenburg     | Japan      | M. & Co.     | June 3  |
| Mongolia      | San Fiecio | P. M. & Co.  | June 3  |
| Capri         | Bombay     | C. & Co.     | June 4  |
| Changsha      | Japan      | B. & S.      | June 4  |
| Australian    | P. Darwin  | G. L. & Co.  | June 6  |
| Indrasamha    | Japan      | P. & A. Co.  | June 6  |
| Liaiang       | Calcutta   | J. M. & Co.  | June 6  |
| Chingtu       | Sydney     | B. & S.      | June 11 |
| Emp. of India | Vancouver  | C. P. R. Co. | June 15 |

| Vessels       | From       | Agents       | Dur     |
|---------------|------------|--------------|---------|
| Gregory Apar  | Singapore  | D. S. & Co.  | May 30  |
| Candia        | Singapore  | P. & O. Co.  | May 30  |
| Chihli        | Chefoo     | B. & S.      | May 30  |
| Border Knight | Singapore  | S. Y. & Co.  | May 31  |
| Flintshire    | Singapore  | N. T. & Co.  | June 1  |
| Chingwo       | Japan      | C. C. & Co.  | June 1  |
| Oldenburg     | Japan      | M. & Co.     | June 3  |
| Mongolia      | San Fiecio | P. M. & Co.  | June 3  |
| Capri         | Bombay     | C. & Co.     | June 4  |
| Changsha      | Japan      | B. & S.      | June 4  |
| Australian    | P. Darwin  | G. L. & Co.  | June 6  |
| Indrasamha    | Japan      | P. & A. Co.  | June 6  |
| Liaiang       | Calcutta   | J. M. & Co.  | June 6  |
| Chingtu       | Sydney     | B. & S.      | June 11 |
| Emp. of India | Vancouver  | C. P. R. Co. | June 15 |

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:  
On the 27th at 11.10 a.m. The barometer has risen in N. Japan and fallen throughout China: in the Philippines there is little or no change.  
The depression first mentioned on the 25th is still in the Yellow Sea, westward of Kiusiu, moving Eastward.  
Gradients on the China Coast are slight, and light variable winds will prevail in the Formosa Channel, and light S. to SW winds in the northern part of the China Sea.  
Forecast:—Light S. winds, cloudy, showery.

| Baromet.    | Th. at 10 a.m. | Th. at 4 p.m. |
|-------------|----------------|---------------|
| Baromet.    | 29.91          | 29.82         |
| Temperature | 77             | 78            |
| Humidity    | 88             | 85            |
| Rainfall    | 1.00           | —             |

## Post Office.

A Mail will close for:—

Canton—Per Hankow, 28th May, 7.30 A.M.  
Manila—Per Ruby, 28th May, 9 A.M.  
Amoy—Per Stungkan, 28th May, 9 A.M.  
Nagasaki, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per Shawmut, 28th May, 11 A.M.  
Bangkok—Per Wengkok, 28th May, 11 A.M.  
Macao—Per Heungshan, 28th May, 1.15 P.M.  
Swatow and Shanghai—Per Tungshing, 28th May, 3 P.M.  
Hongkong—Per Tyr, 28th May, 5 P.M.  
Nantao—Per Taitchin, 28th May, 5 P.M.  
Sanbue—Per Hoi Fu, 28th May, 5 P.M.  
Macao—Per Wingchik, 28th May, 5 P.M.  
Canton—Per Powan, 29th May, 9 A.M.  
Kongmoon, Kumchuck and Samshui—Per Lintan, 29th May, 9 A.M.  
Nantao—Per Taitchin, 29th May, 9 A.M.  
Sanbue—Per Hoi Fu, 29th May, 9 A.M.  
Macao—Per Wingchik, 29th May, 9 A.M.  
Swatow, Amoy and Tamsui—Per M. Struve, 29th May, 9 A.M.  
Manila—Per Yuensang, 30th May, 3 P.M.  
Swatow and Tientsin—Per E-Sang, 30th May, 4 P.M.  
Europe, &c., India, via Tuticottin—Per Ernest Simons, 31st May, 11 A.M.  
Straits and Calcutta—Per Kumsang, 31st May, 2 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 1st June, 11 A.M.  
Manila—Per Taming, 1st June, 3 P.M.  
Cebu and Iloilo—Per Kalfong, 1st June, 3 P.M.  
Shanghai—Per Fochow, 2nd June, 3 P.M.  
Manila—Per Zafra, 4th June, 9 A.M.  
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Gaelic, 4th June, 10.45 A.M.  
Europe, &c., India, via Tuticottin—Per Simla, 4th June, 11 A.M.  
Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, 4th June, 3 P.M.  
Swatow, Chefoo and Tientsin—Per CHIH, 4th June, 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 22nd June, 11 A.M.

## VISITORS AT THE HOTELS.

**HONGKONG.**  
Aitken, C. McAvan, T. P.  
Anderson, Mr. Miller, P. L.  
Beattie, R. B. Moir, G. L.  
Bell, H. A. Moir, G. L.  
Birbeck, R. J. Moir, G. L.  
Bissell, W. S. Moir, G. L.  
Boggan, Mr. & Mrs. Nathan, Mr. and Mrs. Bonner, E. Newington, A. G.  
Borthwick, Mrs. R. W. North, C. J.  
Boyce, W. B. O'Brien, F.  
Burnett, Mr. and Mrs. O'Connor, M. J.  
Robinson, O'Brien, Mrs. F.  
Clark, W. G. Peattie, Mr. & Mrs. J. A.  
Davies, F. O. Peck, Dr. H.  
Davies, Mrs. J. T. Phalen, Mr. and Mrs. J. M.  
Dean, G. Pike, Mrs. G.  
Derbyshire, J. H. Popham, Mr. and Mrs. Potter, A. G.  
Douglas, Capt. & Mrs. J. Rand, Mr. and Mrs. S.  
Downing, T. C. Rapp, Mr. and Mrs. P.  
Ellis, Mr. and Mrs. A. Rice, P. F.  
Emmetson, A. Roberts, John.  
Egman, C. P. Russell, Mr. and Mrs. C. M.  
Fischer, H. G. Sayle, R. T. D.  
Fisher, H. G. Scott, Mr. & Mrs. Gray.  
Glover, C. Shaw, F. E.  
Grant, A. W. Simmers, Mr. and Mrs. Scott, C.  
Hayton, J. T. Heckford, R. G.  
Helfeld, Ven. Helfeld, Ven.  
Hemans, H. K. Hooper, Mr. and Mrs. Hughes, W. Kerfoot.  
Icely, Rev. F. Joseph, Mr. & Mrs. E. S.  
Katsch, E. A. Leggett, E. A.  
Lewin, A. R. Lewis, A. R.  
Macgowan, R. J. Mackie, C. Gordon.  
Malory, L. Malory, L.  
Marriott, Dr. O. Marriott, Dr. O.  
McAlister, Mr. & Mrs. Wolf, Philip J. A.

**KING EDWARD.**  
Barrett, H. Ralston, W. A.  
Blass, G. Rose, Mr. & Mrs. T. J.  
Fore, P. Rosencrautz H. J.  
Hulme, Mrs. P. Sheppard, Herbert  
Jameson, Mrs. Shepherd, Bruce  
Keegan, J. Stephens, Mr. & Mrs.  
McAndrews, Miss Nel. M. J. D.  
Muelle, Ed. (Consul for Perth) Vaughan, Capt. I.  
Ough, A. H. Withington, F. W.  
Zellweger, Dr. Y. Y.

**THOMAS.**  
Allen, Thomas Hains, Mr. & Mrs. J. J.  
Birtan, H. O. Harris, B.  
Burdekin, Geo. Hough, Dr.  
Burrows, Mr. and Mrs. Hore, John  
N. C. Lamrie, W.  
Carlotia, Miss E. Lehman, E.  
Chung Wai Hoi Leung Ping Koo  
Cochrane, F. Rees, Albert  
Collins, Mr. and Mrs. Sharp, Mr.  
C. B. Theodoresen, Dr.  
Daniston, G. Wade, Miss Alice  
Desmond, Miss Grace Whitley, Mr.  
Erskine, E. P. Williams, S.  
Erskine, Miss V. Young, L. C.  
Garbeth, Miss B.

**PEAK.**  
Allis, F. B. Martin, R.  
Beattie, J. M. McDermott, A. P. B.  
Beattie, M. P. Moxon, Mr. and Mrs.  
Benson, Mr. & Mrs. Herbert  
Bunny, Lieut. Col. F. Paxton, Mr.  
W. Perry, F.  
Bunny, Miss Pollock, H. E.  
Bram, Col. L. F. Post, N.  
Chapman, A. Sawyer, Mrs. W. E.  
Ehlerker, Capt. Sharp, Mr.  
Frear, Mr. Sinclair, Mr.  
Fremantle, Dr. Skelton, Mr.  
French, Major G. A. Skelton, Mrs.  
Grant, R. N., Eng. Lieut. Smith, C. W.  
Hudg, D. Spalchaver, W. O. C.  
Hamilton, Major Stevenson, D.  
Hammer, Mr. Uffell, W. von  
Hardy, R. N. Command. Watkins, R. E., Capt.  
Hays, I. and Mrs. and Mrs.  
Holborow, Mr. Watson, Comdr. and Mrs.  
Jeffery, Mrs. Jeffery, Mrs.  
Key, Mrs. H. W. Wenborn, S. T.  
King, Mr. White, Dr. and Mrs.  
Krusse, Geo. M. J.  
Lowe, D. R. Yates, Mr. & Mrs. C. C.

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Barker, W. H. H.  
Bertran, G. Matsuda, Mr. & Mrs. K.  
Brandt, L. McClay, A. M.  
Brunner, Mr. and Mrs. Muller, W.  
W. C. Pezars, Lieut.  
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Chandler, Lieut. F. Poliak, K.  
Delgado, F. P. Rogge, F.  
Ernst, John Ritzpater, Dr.  
Fromavicz, O. Sembliv, F.  
Hanny, J. R. Smith, J. H.  
Harms, F. Stephen, H.  
Hollinger, Dr. Stewart, W. M.  
Key, Dr. F. Warnold, H.  
Konig, Dr. Wolff, Capt.

**CONNAUGHT.**  
Bell, Mrs. J. Helme, E. B.  
Blanco, J. E. Howard, E.  
Bonheur, Miss E. Lingeri, Miss L.  
Christie, Mr. & Mrs. D. Menashih, R.  
Cohn, S. Newborn, R. H.  
Cronin, John Rees, L. C.  
Delgado, M. P. Steele, Mrs. G. E.  
Eyre, Mr. and Mrs. H. Stopp, A.  
Ezekiel, P. M. Trimmingham, N. S. P.  
Hamilton, Mrs. A. Walker, A. T.  
Harris, J. D. Williams, W. H.

**CRAIGIEDURN.**  
Cowden, Mrs. & Miss Roberts, A. G.  
Dann, G. H. Ross, W. W.  
Gaff, Mr. and Mrs. Smith, Mr. E. Grant  
Gaskell, Mr. and Mrs. Smith, Mr. and Mrs.  
Gleicher, Mrs. Grant  
Griffith, Mrs. Woodward, Mr. & Mrs.  
Lauder, P. and children

**KOWLOON.**  
Anderson, Dr. Fremonger, Lieut. Col.  
Daniel, W. and Mrs.  
Jones, Frederic Mitchell, Mr.

## A SAINT WITH A BAD NAME.

DREAD ST. VITUS' DANCE CURED BY DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

## WHAT ELSE THEY HAVE DONE.

St. Vitus' Dance is the type of many diseases. It comes from hungry, exhausted Nerves. So do Neuralgia, Spinal Weakness, and Paralysis; so do many aches and pains that trouble men and women, without their being able to tell the cause of them. The way to cure them is to feed the Nerves; and that is where so many people make a mistake. They try to cure themselves with drugs that deaden, and tonics that only whip up the tired nerves. That's the old-fashioned way. Tinker at the symptoms; neglect the cause of the disease. Dr. Williams' Pink Pills for Pale People begin at the other end. They act on the Nerves through the blood. They cure the cause of the disease first, and the aches and pains that are the effect of it soon vanish. That's the new-fashioned way—the reasonable way. And Dr. Williams' Pink Pills are the greatest of all Tonics because they are the only Nerve Tonic.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

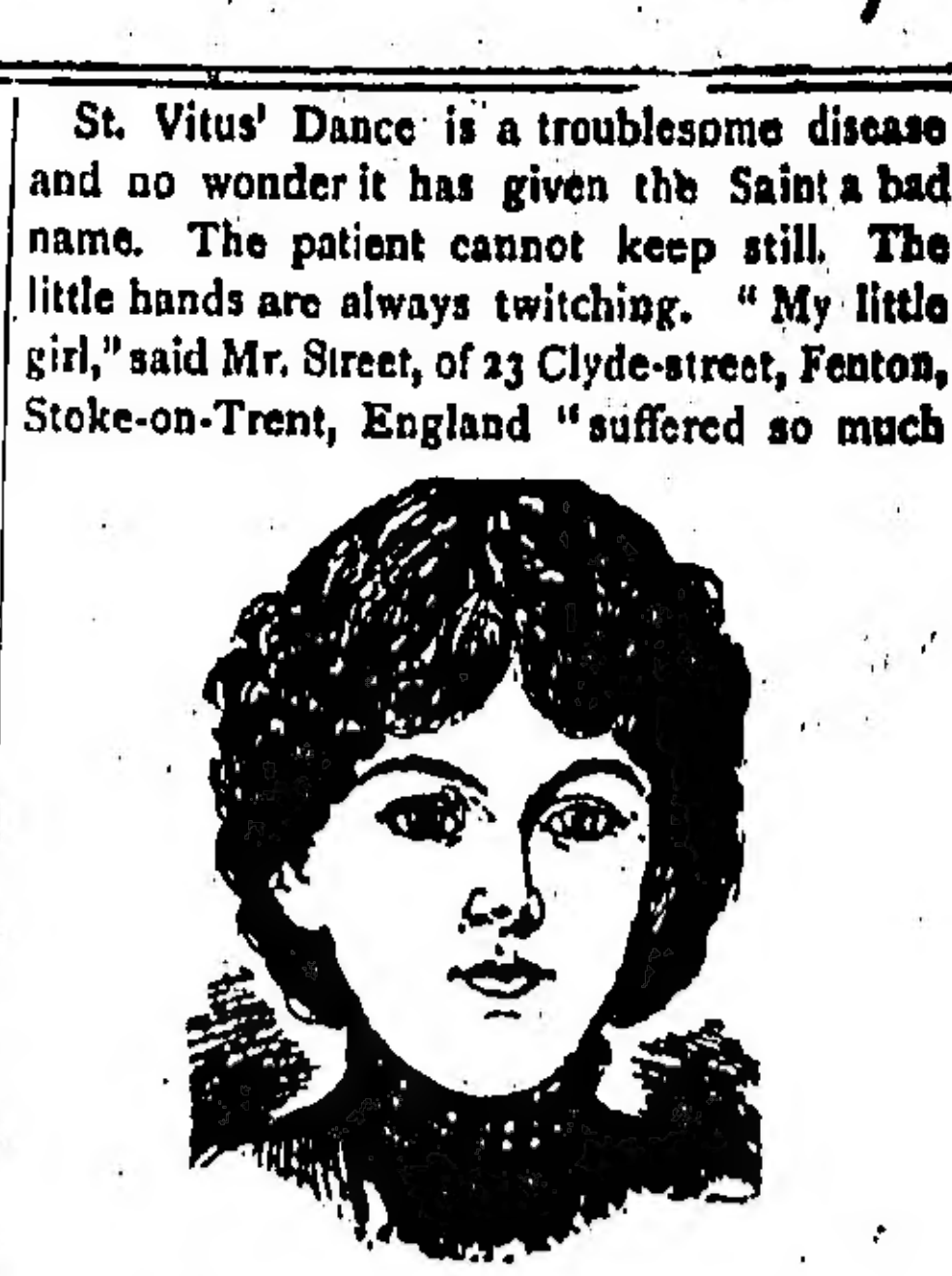
| NAME.         | CLASS.                     | TONS.  | GUNS. | I.H.P. | CAPTAIN.                           | LAST REPORTED AT  |  |
|---------------|----------------------------|--------|-------|--------|------------------------------------|-------------------|--|
| Alacrity      | despatch-vessel...         | 1,700  | —     | 3,000  | Commander O. de B. Brock ...       | Shanghai          |  |
| Albion †      | battleship, 1st class ...  | 12,950 | 16    | 13,500 | Captain T. H. M. Jerram ...        | Wusung            |  |
| Algerine      | sloop ...                  | 1,050  | 6     | 1,400  | Commander R. Nugent ...            | Shanghai          |  |
| Amphitrite... | cruiser, 1st class ...     | 11,000 | 16    | 18,000 | Captain Charles Windham, C.V.O.    | Wusung            |  |
| Andromeda     | cruiser, 1st class ...     |        |       |        | Captain R. Nelson O'Malley ...     | Weihowai          |  |
| Bramble       | gunboat, 1st class ...     | 710    | 6     | 1,300  | Lieut.-Commander F. M. Leake ...   | Yangtze           |  |
| Britomart     | gunboat, 1st class ...     | 710    | 6     | 1,300  | Lieut.-Commander T. D. Pratt ...   | Yangtze           |  |
| Centurion     | battleship, 1st class ...  | 10,500 | 14    | 13,000 | Captain Fegan ...                  | Wusung            |  |
| Cressy        | cruiser, 1st class ...     | 12,000 | 14    | 21,000 | Captain Henry M. Tudor ...         | Hongkong          |  |
| Cherub        | water tank and tug ...     | 350    | —     | 500    | Captain Robert H. S. Stokes...     | Hongkong          |  |
| Eclipse       | cruiser, 2nd class ...     | 5,000  | 11    | 9,600  | Commander Ernest Barton ...        | Hongkong          |  |
| Esperanza     | sloop ...                  | 1,070  | 10    | 1,400  | Lieut.-Commander C. Asser ...      | Weihowai          |  |
| Fame          | torpedo boat destroyer ... | 360    | 6     | 5,700  | Commander P. V. Lewes, D.S.O.      | Weihowai          |  |
| Fearless      | cruiser, 3rd class ...     | 1,580  | 12    | 3,700  | Captain W. A. Carter ...           | Wusung            |  |
| Glory *       | battleship, 1st class ...  | 12,950 | 16    | 13,500 | Commander J. D. Daintree ...       | en route Weihowai |  |
| Handy         | torpedo boat destroyer ... | 275    | 6     | 4,000  | Lieut.-Commander J. A. Gregory...  | Hongkong          |  |
| Hart          | torpedo boat destroyer ... | 275    | 6     | 4,000  | Lieut.-Commander G. B. Powell ...  | Yangtze-Kiang     |  |
| Humber        | torpedo boat destroyer ... | 1,640  | —     | 800    | Honourable N. G. Stopford ...      | Wusung            |  |
| Janus         | torpedo boat destroyer ... | 280    | 6     | 3,900  | Lieut.-Commander G. G. Webster ... | West River        |  |
| Kinsha        | river gunboat ...          | —      | 4     | —      | Captain T. G. Greet, R.N.          | Wusung            |  |
| Leviathan     | cruiser, 1st class ...     | 14,100 | —     | 31,950 | Commander W. H. Nicholson ...      | Shanghai          |  |
| Moorehen      | river gunboat ...          | 180    | 2     | 800    | Captain Morris-H. Smyth ...        | Amoy              |  |
| Ocean         | battleship, 1st class ...  | 12,950 | 16    | 13,500 | Commander D. St. A. Wake ...       | West River        |  |
| Otter         | torpedo boat destroyer ... | 350    | 6     | 6,300  | Commander John P. Iven ...         | Shanghai          |  |
| Phoenix       | sloop ...                  | 1,015  | 6     | 1,400  | Commander T. Jackson ...           | West River        |  |
| Rambler       | surveying-vessel ...       | 835    | 6     | 650    | Captain C. B. H. Moore ...         | Yangtze           |  |
| Rinaldo       | sloop ...                  | 980    | 10    | 1,400  | Lieut.-Commander Davidson ...      | Hongkong          |  |
| Robin         | river gunboat ...          | 85     | 2     | 240    | Lieut.-Commander C. G. Codrington  | Hongkong          |  |
| Rosario       | cruiser, 2nd class ...     | 3,600  | 8     | 9,000  | Captain Lewis Bayly ...            | Singapore         |  |
| Sandpiper     | river gunboat ...          | 85     | 2     | 240    | Commodore Dicken ...               | Hongkong          |  |
| Sirius        | cruiser, 2nd class ...     | 3,600  | 8     | 9,000  | Lieut.-Commander E. V. Dugmore     | Yangtze           |  |
| Snipe         | river gunboat ...          | 85     | 2     | 240    | Captain J. A. C. Wilkinson ...     | Shanghai          |  |
| Starling      | torpedo boat destroyer ... | 355    | 6     | 6,300  | Lieutenant Forbes ...              | Hankow            |  |
| Talbot...     | cruiser, 2nd class ...     | 5,600  | 11    | 9,600  | Captain Leslie Stuart, C.M.O....   | Wusung            |  |
| Tamar         | receiving ship ...         | 4,650  | 6     | 9,600  | Commander S. St. John Farquhar     | Singapore         |  |
| Tenacious     | river gunboat ...          | 180    | 2     | 800    | Lieut.-Commander Ernest C. Hardy   | Weihowai          |  |
| Theis         | cruiser, 2nd class ...     | 3,400  | 8     | 9,000  | Lieut.-Commander H. M. Wells ...   | Hongkong          |  |
| Tweed         | coast defence gunboat ...  | 363    | 3     | 200    | Lieut.-Commander Hugh Somerville   | Hankow            |  |
| Vengeance     | battleship, 1st class ...  | 12,950 | 16    | 13,500 | Lieut.-Commander Watson ...        | Yangtze           |  |
| Vestal        | sloop ...                  | 980    | 10    | 1,400  |                                    |                   |  |
| Virago        | torpedo boat destroyer ... | 355    | 6     | 6,300  |                                    |                   |  |
| Whiting       | surveying ship ...         | 620    | —     | 450    |                                    |                   |  |
| Woodcock      | torpedo boat destroyer ... | 360    | 6     | 5,900  |                                    |                   |  |
| Woodlark      | river gunboat ...          | 150    | 2     | 550    |                                    |                   |  |
|               | river gunboat ...          | 150    | 2     | 550    |                                    |                   |  |

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

\* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.



May Street, who was cured of St. Vitus' Dance by Dr. Williams' Pink Pills for Pale People.

from St. Vitus' Dance that her life was a misery to her. She was plagued with pains in her head, and the doctor said she was Anemic. We had to take her from school. Now fifteen years old, she is well and happy, without a sign of illness. Dr. Williams' Pink Pills for Pale People made her so. We had tried many remedies in vain. She got no relief until she took Dr. Williams', and the effect these pills had on her was simply marvellous. As soon as she commenced to take them she felt considerably better, and by the time she had finished the second bottle all traces of St. Vitus' Dance had gone. Her appetite returned, the colour came back to her cheeks, and she looked and felt as happy and as well as a young girl should.

Dr. Williams' Pink Pills for Pale People are not a cure-all. They cure the one thing that is the cause of numerous diseases—poor blood. Acting on the blood, and on the nerves through the blood, they have cured Anemia, Bile, Consumption, Bronchitis, Eczema, Fits, Gout, Heart Disease, Paralysis, and the ailments which women suffer in silence. It is the genuine pills, not substitutes (which some shopmen push) that cure. The full name on the pink wrapper is a guarantee of genuineness. Refuse pink pills that don't bear Dr. Williams' name. You can send direct for the pills to Dr. Williams' Medicine Company, Holborn-viaduct, London, enclosing the price, 2s. 6d. (or 13s. 6d. for six bottles); but the best plan is to ask for them at a shop where they sell you what you ask for, and don't try to palm off Substitutes upon you. Substitutes never cured anyone, but they bring more profit to the shopkeepers who try to sell them, and who would rather make more profit for themselves than supply what will really do you good. You should avoid Substitutes and the people who keep them.

## TWO CHOICE LINES FOR REFINED TASTES.

## HAVANA LEAF CIGARS

MANUFACTURED IN HOLLAND.



## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM-FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 31st May, 1904,  
at 1 P.M., the Company's Steamship  
"ERNEST SIMONS," Captain G. Bourdon,  
with Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIP-  
MENT.

This Steamer connects at COLOMBO with  
the Australian Line S.S. *Caledonian* bound for  
MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 30th May, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 19th May, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM-FOR

STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "SIMLA"

Captain F. R. Summers, carrying His  
Majesty's Mails, will be despatched from this  
Port for BOMBAY, on SATURDAY, the 4th June,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to  
E. A. HEWITT,  
Superintendent.

Hongkong, 21st May, 1904.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers.            | Tons. | Captains.      | Sailing. |
|----------------------|-------|----------------|----------|
| <i>Shawmut</i> ..... | 9,506 | W. M. Smith    | May 28   |
| <i>Trenton</i> ..... | 9,506 | T. W. Garlick  | June 2   |
| <i>Lyra</i> .....    | 4,417 | G. W. Williams | June 4   |
| <i>Shawmut</i> ..... | 9,506 | W. M. Smith    | Sept. 1  |
| <i>Trenton</i> ..... | 9,506 | T. W. Garlick  | Oct. 1   |

1 Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

*Trenton*.....9,506 T. W. Garlick Ab. June 8  
*Shawmut*.....9,506 W. M. Smith Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further Information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 25th May, 1904.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing Em-  
broidered, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superiress will also be most grateful  
for any PAPER, or OLD ENVELOPES to be made  
into Books for the Children of the Poor Schools  
who are taught by the Sisters.

Hongkong, 2nd April, 1904.

## Consignees.

## "INDRA" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK.

## THE Company's Steamship

## "INDRAMAYO,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.

Goods not cleared by the 2nd June, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognized.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 26th May, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Company's Steamship

## "KUMSANG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. the 25th instant, will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 24th May, 1904.

NORDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "ZIETEN,"

of the NORDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk in the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 9 A.M.,  
TO-MORROW.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 30th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, the 31st instant, at  
9.30 A.M.

All Claims must reach us before the 5th of  
June, or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 24th May, 1904.

FROM HAMBURG, ROTTERDAM,  
ANTWERP, PENANG AND  
SINGAPORE.

## THE H. A. L. Steamship

## "NURNBERG,"

Captain Jaburg, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 30th May will be subject  
to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 30th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 23rd May, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "CEYLON"

FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Arabia*.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY.

Goods not cleared by the 28th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godown for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.

No claims will be admitted after the 30th  
May, 1904.

E. A. HEWITT,  
Superintendent.

Hongkong, 21st May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.  | NO. OF<br>SHARES. | VALUE.     | PAID UP.   | RESERVE.                               | AT WORKING<br>ACCOUNT. | LAST DIVIDEND.   | APPROXIMATE<br>RETURN AT<br>PRESENT<br>QUOTATION. | CLOSING<br>QUOTATIONS.       |
|--|-------------------|------------|------------|--|------------------------|--|---|------------------------------|
| BANKS.   |                   |            |            |  |                        |  |   |                              |
| Hongkong & Shanghai Banking Corporation                                | 82,000            | \$125      | \$125      | \$10,000,000                           | \$1,417,366            | Div. of £1.10/- and bonus of 10/- @<br>exchange 1/8/- = \$21.994 for half-year<br>ending 31.12.1903..... | 6 1/2 %   | \$365 buyers                 |
| National Bank of China, Limited.                                       | 4,453             | £10        | £8         | \$250,000                              | \$21,668               | \$2 (London 3/6) for 1903 .....  | 5 1/2 %   | London 63 1/2<br>\$38 buyers |
| Do. (Founders)   | 750               | £1         | £1         | \$191,973                              |                        | None .....   |   | \$10                         |
| MARINE INSURANCES.   |                   |            |            |  |                        |  |   |                              |
| Union Insurance Society of Canton, Limited                             | 10,000            | \$250      | \$100      | \$1,750,000                            | \$1,959,926            | \$32 for 1902 .....  | 5 1/2 %   | \$550                        |
| China Traders' Insurance Company, Limited                              | 24,000            | \$83.33    | \$25       | \$569,143                              | Nil.                   | \$4 for year ended 30.4.1903 .....   | 6 1/2 %   | \$60                         |
| North China Insurance Company, Limited                                 | 10,000            | £15        | £5         | \$784,415                              | Tls. 271,589           | Final of £1 making £2 for 1902 .....   |   | Tls. 65 sellers              |
| Yangtze Insurance Association, Limited                                 | 8,000             | \$100      | \$60       | \$906,872                              | \$186,284              | \$12 for 1902 .....  | 9 1/2 %   | \$125 buyers                 |
| Canton Insurance Office, Limited                                       | 10,000            | \$250      | \$50       | \$151,992                              | \$110,551              | \$15 for 1902 .....  | 7 1/2 %   | \$215 buyers                 |
| FIRE INSURANCES.   |                   |            |            |  |                        |  |   |                              |
| Hongkong Fire Insurance Company, Limited                               | 8,000             | \$250      | \$50       | \$1,308,856                            | \$371,110              | \$22 1/2 for 1902 .....  | 7 1/2 %   | \$310 buyers                 |
| China Fire Insurance Company, Limited                                  | 20,000            | \$100      | \$10       | \$1,000,000                            | \$329,047              | \$6 dividend & \$1 bonus for 1902 .....  | 8 1/2 %   | \$85                         |
| SHIPPING, TUG AND CARGO BOATS.   |                   |            |            |  |                        |  |   |                              |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                           | 80,000            | \$15       | \$15       | \$250,000                              | \$41,538               | \$1 1/2 for second half-year 1903 .....  | 10 %  | \$31 sellers                 |
| Indo-China Steam Navigation Company, Limited                           | 60,000            | £10        | £10        | \$503,000                              | £5,380                 | 10/- for 1902 .....  | 5 1/2 %   | \$117 sales                  |
| China and Manila Steamship Company, Limited                            | 30,000            | \$50       | \$50       | \$185,000                              | Dr. \$63,123           | \$5 for 1900 .....   |   | \$22 buyers                  |
| Douglas Steamship Company, Limited                                     | 20,000            | \$50       | \$50       | \$71,855                               | Nil.                   | \$3 for year ended 30.6.1903 .....   | 8 1/2 %   | \$35                         |
| "Star" Ferry Company, Limited  | 10,000            | \$10       | \$10       | \$35,000                               | \$337                  | { \$1.20 } for year ending 30.4.03 .....   | 3 1/2 %   | \$32 buyers                  |
| Straits Steamship Company, Limited                                     | 5,000             | \$100      | \$100      | \$7,750                                | \$33,648               | \$5 for 2nd 1/2-year making \$13 for 1903 .....  | 9 1/2 %   | \$135                        |
| "Shell" Transport and Trading Company, Limited                         | 3,000,000         | £1         | £1         | \$400,000                              | £19,555                | Interim of 1/- (Coupon No. 4) for 1903 .....   | 3 1/2 %   | 26/6 sellers                 |
| Taku Tug and Lighter Company, Limited                                  | 30,000            | T.Tls. 50  | T.Tls. 50  | \$18,000                               | Tls. 865               | Final of Tls. 1 making Tls. 2 for 1903 .....   | 5 1/2 %   | Tls. 35                      |
| Shanghai Tug and Lighter Company, Limited.                             | 200,000           | Tls. 50    | Tls. 50    | \$201,614                              | Tls. 55,541            | Final of { Tls. 2 1/2 making Tls. 4 1/2 } .....  | 9 1/2 %   | Tls. 48 sales                |
| Do. (Preference)   | 100,000           |            |            |  |                        | Final of { Tls. 1 1/2 making Tls. 3 1/2 } .....  | 7 1/2 %   | Tls. 47 sales                |
| REFINERIES.  |                   |            |            |  |                        |  |   |                              |
| China Sugar Refining Company, Limited                                  | 20,000            | \$100      | \$100      | none                                   | Dr. \$147,717          | Final of \$7 making \$12 for 1901 .....  |   | \$145                        |
| Luzon Sugar Refining Company, Limited                                  | 7,000             | \$100      | \$100      | none                                   | Dr. \$73,905           | \$3 for 1897 .....   |   | \$9 sellers                  |
| Perak Sugar Cultivation Company, Limited                               | 7,000             | Tls. 50    | Tls. 50    | Tls. 100,000                           | Tls. 1,456             | Tls. 2 1/2 for year ending 30.9.03 .....   | 5 %   | Tls. 55 buyers               |
| MINING.  |                   |            |            |  |                        |  |   |                              |
| Société Française des Charbonnages du Tonkin                           | 16,000            | Fcs. 250   | Fcs. 250   | { Fcs. 251,337 }<br>{ Fcs. 1,529,652 } | Fcs. 85,706            | Interim of Fcs. 30 for 1903 .....  |   | \$500                        |
| Raub Australian Gold Mining Company, Limited                           | 150,000           | £1 1/2     | 18/10      | £4,873                                 | Dr. £7,236             | No. 12 of 1/- .....  |   | \$7 buyers                   |
| Chinese Engineering and Mining Company, Ltd.                           | 1,000,000         | £1         | £1         | £20,000                                | £6,671                 | No. 2 of 1/- .....   |   | Tls. 7 sales                 |
| DOCKS, WHARVES & GODOWNS.  |                   |            |            |  |                        |  |   |                              |
| Hongkong and Whampoa Dock Company, Ltd.                                | 50,000            | \$50       | \$50       | \$8,750                                | \$425,340              | { \$6 dividend and \$1 bonus for second }<br>half year 1903 .....  | 6 1/2 %   | \$213 buyers                 |
| S. C. Farnham, Boyd & Co., Limited                                     | 55,700            | Tls. 100   | Tls. 100   | Tls. 850,000                           | Tls. 43,124            | Int. of Tls. 5 for half year ending 31.10.03 .....   | 7 %   | Tls. 150 buyers              |
| Tanjong Pagar Dock Company, Limited                                    | 37,000            | \$100      | \$100      | \$1,950,000                            | \$43,732               | \$6 for 2nd half year 1903 .....   | 4 1/2 %   | \$245 sales                  |
| Riley Hargreaves & Co., Limited  | 6,000             | \$100      | \$100      | \$150,000                              | \$40,936               | { \$10 div. and \$2 1/2 bonus } for 1903 .....   | 6 1/2 %   | \$190 buyers                 |
| Do. (Preference)   | 2,750             |            |            |  | \$29,926               | \$7 dividend .....   | 6 1/2 %   | \$100                        |
| Howarth & Kiskine, Limited   | 12,000            | \$100      | \$100      | \$14,000                               | \$28,015               | \$10 div. & \$2 1/2 bonus for 1903 .....   | 4 1/2 %   | \$113                        |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                          | 30,000            | \$50       | \$50       | \$250,000                              | Tls. 22,895            | Final of Tls. 3 1/2 making Tls. 5 for 1903 .....   | 7 1/2 %   | Tls. 150 sellers             |
| Shanghai and Hongkew Wharf Company                                     | 20,000            | Tls. 100   | Tls. 100   | Tls. 487,110                           | Tls. 1,760             | Tls. 18 for 1903 .....   | 9 1/2 %   | Tls. 190 sales               |
| Yangtze Wharf and Godown Company, Limited                              | 2,500             | Tls. 100   | Tls. 100   | Tls. 6,000                             | \$489                  | \$1 1/2 for 1903 .....   | 4 1/2 %   | \$30 ex div.                 |
| New Amoy Dock Company, Limited   | 6,000             | \$6 1/2    | \$6 1/2    | \$55,500                               |                        |  |   |                              |
| LANDS, HOTELS & BUILDING.  |                   |            |            |  |                        |  |   |                              |
| Hongkong Land Investment and Agency Co., Ltd.                          | 50,000            | \$100      | \$100      | \$500,000                              | \$51,966               | Final of \$6 making \$12 for 1903 .....  | 7 1/2 %   | \$159 buyers                 |
| Shanghai Land Investment Company, Limited                              | 52,000            | Tls. 50    | Tls. 50    | Tls. 800,000                           | Tls. 37,634            | { Final of Tls. 3 & bonus of Tls. 2 making }<br>in all Tls. 8 for 1903 .....                             | 7 1/2 %   | Tls. 108 buyers              |
| Tientsin Land Investment Company, Limited                              | 7,726             | Tls. 100   | Tls. 100   | Tls. 54,626                            | Tls. 325               | Final of Tls. 5 making in all Tls. 9 for 1903 .....  | 7 %   | Tls. 130 sellers             |
| China Land and Finance Company, Limited                                | 6,000             | Tls. 50    | Tls. 50    | none                                   | \$636                  | Interim of Tls. 2 .....  |   | Tls. 55                      |
| Kowloon Land and Building Company, Limited                             | 6,000             | \$50       | \$50       | none                                   | Tls. 5,190             | \$2.60 for 1903 .....  | 7 1/2 %   | \$35 buyers                  |
| Wei-hai-wei Land and Building Company, Limited                         | 3,764             | Tls. 25    | Tls. 25    | none                                   | \$1,362                | None .....   |   | Tls. 10                      |
| West Point Building Company, Limited                                   | 12,500            | \$50       | \$50       | \$100,000                              | \$3,162                | Final of 1.70 making \$3.20 for 1903 .....   | 6 %   | \$57 buyers                  |
| Hongkong Hotel Company, Limited  | 12,000            | \$50       | \$50       | \$10,771                               | \$3,161                | \$5 for second half-year 1903 .....  | 7 1/2 %   | \$138 sellers                |
| Astor House Hotel, Limited (Tientsin)                                  | 2,000             | T.Tls. 50  | T.Tls. 50  | Tls. 29,000                            | Tls. 655               | Final of Tls. 4 making Tls. 9 for 1903 .....   | 6 1/2 %   | Tls. 146 buyers              |
| Astor House Hotel Company, Limited (Shanghai)                          | 30,000            | \$25       | \$25       | \$22,500                               | Tls. 16,301            | \$2 1/2 for year-ended 30.6.30 .....   | 7 1/2 %   | \$34 sales                   |
| Hotel des Colonies Company, Limited (Shanghai)                         | 9,000             | Tls. 25    | Tls. 25    | Tls. 6,804                             | Tls. 1,496             | Tls. 1 1/2 for the year ending 31.3.1903 .....   | 10 1/2 %  | Tls. 174 sales               |
| Queen's Hotel (Wei-hai-wei)  | 9,000             | Tls. 25    | Tls. 25    | none                                   |                        | First year .....   |   | Tls. 25                      |
| Tientsin Hotel, Limited  | 600               | \$20       | \$20       | none                                   | \$4,989                | \$5 for the year ending 28.2.1903 .....  | 12 1/2 %  | \$40                         |
| Tientsin Hotel des Colonies, Limited                                   | 1,400             | Tls. 50    | Tls. 50    | none                                   | Dr. Tls. 2,132         | Interim of Tls. 3 1/2 .....  |   | Tls. 50                      |
| Humphreys Estate & Finance Company, Limited                            | 150,000           | \$10       | \$10       | { \$200,607 }<br>{ \$50,000 }          | \$99,177               | 90 cents for 1903 .....  | 7 1/2 %   | \$12 1/2 sales               |
| COTTON MILLS.  |                   |            |            |  |                        |  |   |                              |
| Ewo Cotton Spinning and Weaving Company, Ltd.                          | 15,000            | Tls. 50    | Tls. 50    | none                                   | Tls. 11,655            | Tls. 4 for year ended 31.10.1903 .....   | 12 1/2 %  | Tls. 31                      |
| International Cotton Manufacturing Company, Ltd.                       | 10,000            | Tls. 75    | Tls. 75    | Tls. 30,098                            | Tls. 88,034            | Interim of 3 % 4/6 1898 .....  |   | Tls. 25 buyers               |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.                      | 8,000             | Tls. 100   | Tls. 100   | none                                   | 15,500                 | Interim of 4 % 4/6 1898 on 6,000 shares .....  |   | Tls. 33 sellers              |
| Soy Chee Cotton Spinning Company, Limited                              | 2,000             | Tls. 500   | Tls. 500   | Tls. 5,618                             | Tls. 20,389            | 4 % for 1897 .....   |   | Tls. 170 sellers             |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited          | 125,000           | \$0        | \$10       | none                                   | \$11,121               | { Final of 60 cents making \$1 for the }<br>year ending 31/7/03 .....                                    | 6 1/2 %   | \$14 1/2 sellers             |
| CIGARS AND TOBACCO COS.  |                   |            |            |  |                        |  |   |                              |
| Shanghai-Sumatra Tobacco Company, Limited                              | 30,000            | Tls. 20    | Tls. 20    | { Tls. 24,820 }<br>{ Tls. 25,000 }     | Tls. 1,091             | Final of Tls. 3 making Tls. 6 .....  | 10 %  | Tls. 60 sales                |
| Alhambra, Limited  | 300               | \$200      | \$200      | \$43,000                               | \$57                   | \$125 for year ending 30.6.1900 .....  |   | \$200                        |
| Philippine Company, Limited  | 67,500            | \$10       | \$10       |  |                        | First year .....   |   | \$10                         |
| MISCELLANEOUS.   |                   |            |            |  |                        |  |   |                              |
| Green Island Cement Company, Limited                                   | 100,000           | \$10       | \$10       | \$350,000                              | \$32,115               | \$1.50 for 1903 .....  | 5 1/2 %   | \$27 1/2 sales               |
| China-Borneo Company, Limited  | 60,000            | \$12       | \$12       | none                                   | Nil.                   | 60 cents for 1903 .....  | 6 %   | \$10                         |
| A. S. Watson & Co., Limited  | 60,000            | \$10       | \$10       | { \$250,000 }<br>{ \$25,000 }          | \$3,077                | Interim of 50 cents for 1903 .....   | 6 1/2 %   | \$14 1/2 sellers             |
| Watkins, Limited   | 10,000            | \$10       | \$10       | \$1,802                                | \$1,042                | \$1 for 1903 .....   | 13 1/2 %  | \$7 1/2 buyers               |
| Singapore Dispensary, Limited  | 600               | \$50       | \$50       | \$6,000                                | \$800                  | \$5 for year ended 31.7.1903 .....   | 7 %   | \$70 sales                   |
| China Iron and Loan & Mortgage Company, Ltd.                           | 100,000           | \$10       | \$10       | \$5,000                                | \$1,171                | 80 cents for 1903 .....  | 9 1/2 %   | \$12 1/2 buyers              |
| Hongkong Electric Company, Limited                                     | 30,000            | \$10       | \$10       | none                                   | \$3,413                | { 90 cents } for year ending 30.4.1903 .....   | 6 1/2 %   | \$7 1/2 buyers               |
| Hongkong & China Gas Company, Limited                                  | 7,000             | £10        | £10        | { £21,855 }<br>{ Tls. 100,000 }        | £7,387                 | { 1 div. and 2 1/2 bonus for 1902 .....  |   | \$150 buyers                 |
| Shanghai Gas Company, Limited  | 10,666            | Tls. 50    | Tls. 50    | { Tls. 108,172 }<br>{ Tls. 140,000 }   | Tls. 7,548             | { Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 }<br>making Tls. 5 1/2 for 1903 .....                      | 7 1/2 %   | Tls. 115 buyers              |
| Shanghai Waterworks Company, Limited                                   | 7,200             | £20        | £20        | Tls. 140,000                           | Tls. 7,360             | Final of 37/6 making 51/6 for 1903 .....   | 8 %   | Tls. 38 1/2 sales            |
| Tientsin Waterworks Company, Limited                                   | 2,000             | T.Tls. 100 | T.Tls. 100 | Tls. 15,359                            | Tls. 667               | Final of Tls. 4 making Tls. 16 for 1903 .....  | 12 1/2 %  | T.Tls. 150                   |
| Tientsin Native City Waterworks Company, Ltd.                          | 2,941             | Tls. 100   | Tls. 100   | none                                   | Tls. 413               | Tls. 2 for half year .....   |   | \$281 sales                  |
| Hall & Holtz, Limited  | 21,000            | \$20       | \$20       | \$186,000                              | \$13,104               | Final of \$1 making \$3 1/2 for 1903 .....   | 12 1/2 %  | \$120 buyers                 |
| Lane, Crawford & Co., Limited (Shanghai)                               | 2,500             | \$100      | \$100      | none                                   | \$21,484               | Final of \$1 making \$12 for year ended 29.2.04 .....  |   | \$140                        |
| Hongkong Rope Manufacturing Company, Ltd.                              | 10,000            | \$50       | \$50       | \$50,000                               | \$8,395                | \$10 for 1903 .....  | 7 %   | \$28 sellers                 |
| Geo. Fenwick & Co., Limited  | 6,000             | \$25       | \$25       | \$70,000                               | \$10,517               | \$3.75 for 1903 .....  | 7 1/2 %   | \$21 1/2 sales               |
| Hongkong Ice Company, Limited  | 3,000             | \$25       | \$25       | \$35,000                               | \$5,844                | Final of \$12 making \$16 for 1903 .....   | 24 1/2 %  | \$60 sales                   |
| Straits Ice Company, Limited   | 2,000             | \$100      | \$100      | \$45,000                               |                        | \$7 1/2 for second half year 1903 .....  | 24 1/2 %  | \$280 sales                  |
| Hongkong High-Level Tramways Company, Ltd.                             | 1,250             | \$100      | \$100      | \$30,000                               | \$3,283                | \$20 for year ending 30.1.1903 .....   | 24 1/2 %  | \$141 buyers                 |
| Dairy Farm Company, Limited  | 10,000            | \$7 1/2    | \$6        | \$20,000                               | \$1,093                | \$12 for year ending 31/7.1903 .....   | 24 1/2 %  | \$14 buyers                  |
| Campbell, Moore & Co., Limited   | 1,200             | \$10       | \$10       | \$5,500                                | \$900                  | \$3 for 1903 .....   | 8 1/2 %   | \$5 sales                    |
| Bell's Asbestos Eastern Agency, Limited                                | 8,604             | 12/6       | 12/6       | none                                   | £100                   | None .....   |   | \$104 buyers                 |
| United Asbestos Oriental Agency, Limited                               | 9,900             | \$10       | \$4        | \$14,000                               | \$119                  | { 90 cents } for year ended 31.5.1903 .....  | 8 1/2 %   | \$210 buyers                 |
| Do. (Founders)   | 100               | \$10       | \$10       |  |                        | { \$29.70 } .....  | 14 1/2 %  | \$161 buyers                 |
| Hongkong Steam Waterboat Company, Limited                              | 7,500             | \$10       | \$10       | none                                   | \$1,543                | Interim of 70 cents .....  | 8 1/2 %   | \$54 buyers                  |
| China Light and Power Company, Limited                                 | 15,000            | \$10       | \$10       | none                                   | Dr. \$57,053           | None .....   | 10 %  | \$104 buyers                 |
| William Powell, Limited  | 12,000            | \$10       | \$10       | none                                   | \$4,757                | Interim of 50 cents for 1903/4 .....   | 10 %  | \$104 buyers                 |
| Maatschappij tot Mijn-, Bosch- en Landbouwex-<br>ploitation in Langkat | 25,000            | Gs. 100    | Gs. 100    | Tls. 38,669                            | Tls. 27,387            | First quarterly dividend of Tls. 10.1904 .....   | 13 %  | Tls. 300 sales               |
| Shanghai Horse Bazaar Company, Limited                                 | 5,400             | Tls. 50    | Tls. 50    | Tls. 45,000                            | Tls. 10,247            | Tls. 4 for 1903 .....  | 4 1/2 %   | Tls. 71 sales                |
| Shanghai Pulp and Paper Company, Limited                               | 4,500             | Tls. 100   | Tls. 100   | none                                   | Tls. 3,188             | Final of Tls. 5 making Tls. 10 for 1903 .....  | 4 1/2 %   | Tls. 115 sales               |
| Central Stores, Limited  | 5,000             | \$15       | \$12       | \$20,000                               | \$7,253                | Final of Tls. 5 making \$1.20 for 1903 .....   | 13 1/2 %  | \$20                         |
| Do. (Founders)   | 123               |            |            |  |                        |  |   |                              |
| E. L. Mondon, Limited  | 7,000             | Tls. 50    | Tls. 50    | none                                   | Tls. 3,505             | Tls. 4 for 1903 .....  | 12 1/2 %  | Tls. 40 sales                |
| China Flour Mill Co., Limited  | 4,000             | Tls. 50    | Tls. 50    | Tls. 25,000                            | Tls. 1,042             | \$10 for 1902 .....  | 5 1/2 %   | Tls. 62 sales                |
| Katz Brothers, Limited   | 10,000            | \$100      | \$100      | \$260,000                              |                        | { \$2 div. and 19 cents bonus for half year }<br>ended 30.1.1903 .....                                   | 7 1/2 %   | \$135 buyers                 |
| Straits Trading Company, Limited                                       | 250,000           | \$10       | \$10       | \$650,000                              | \$33,093               | \$5 div. and \$2 1/2 bonus for 1903 .....  | 8 %   | \$3 1/2 buyers               |
| Fraser & Neave, Limited  | 4,500             | \$50       | \$50       | \$112,000                              | \$2,706                | \$2 for year ended 31.10.1903 .....  | 8 %   | \$27                         |
| Maynard and Company, Limited   | 3,000             | \$10       | \$10       | none                                   |                        | First year .....   | 8 %   | \$50                         |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.                      | 1,000             | \$25       | \$25       |  |                        |  |   |                              |
| Shanghai Morning Post, Limited   | 6,000             | \$10       | \$10       |  |                        |  |   |                              |